

# Canadian Life *and* Resources

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An ILLUSTRATED MONTHLY REVIEW showing  
the PROGRESS AND POSSIBILITIES of the  
DOMINION OF CANADA and of NEWFOUNDLAND.

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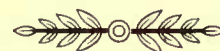
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The Geological Survey has published maps and reports dealing with a large part of Canada and with many local areas and special subjects.

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1076. Gowganda Mining Division.

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#### BRITISH COLUMBIA

1002. Geological Sheet, Special Map of Rossland.

This map, on a scale of 400 feet to 1 inch, besides accurately indicating the topographical and cultural features, shows the geology and location of veins.

1074. Sketch Map of Sheep Creek Mining Camp, West Kootenay, B.C., scale 1 mile to 1 inch, by W. H. Boyd.

NOTE.—Maps recently published may be had on linen cloth for use in the field at the price of 10c. per copy.

### REPORTS

1072. Summary Report on the Operations of the Geological Survey for year 1908.

1075. Preliminary Report on Gowganda Mining Division, District of Nipissing, Ontario

The Geological Survey, under certain limitations, will give information and advice upon subjects relating to general and economic geology. Mineral specimens, when accompanied by definite statements of localities, will be examined and their nature reported upon.

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### PRODUCTION

The mineral production of Canada for the year 1908 is estimated by the Mines Branch of the Department of Mines to have had a value of \$87,323,849. The mineral products include gold, silver, copper, lead, nickel, cobalt, zinc, iron, arsenic, asbestos, chromite, coal, calcium carbide, corundum, feldspar, graphite, grindstones, gypsum, limestone, magnesite, mica, mineral pigments, mineral waters, natural gas, petroleum, phosphate, pyrites, quartz, salt, talc, tripolite, structural materials and clay products.



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Beaver Hall Hill,  
MONTREAL, CANADA

## Canadian Life and Resources

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## To Contributors

THE editor will be glad to receive illustrated articles depicting the life and resources of Canada. Articles must not be more than one thousand words in length and should, if possible, be accompanied by original photographs. It is absolutely necessary that a description of every picture and the name and address of the sender should be written plainly upon the back. Fair prices will be paid for all material used and everything sent in will be returned if desired. The name and address of the author must appear upon every article submitted. Short stories will be carefully considered.

## Our Bureau of Information

THIS department of the paper was started in 1903 to deal with the numerous enquiries received at the office as soon as the first issue of the paper was published. For a small sum, to cover outlay, we send to any enquirer

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Vol. VII. NEW SERIES No. 11

Montreal, November, 1909

PRICE, TEN CENTS  
ONE DOLLAR A YEAR

## The Story of the Month

### A SUMMARY OF CANADIAN AFFAIRS

#### AT HOME

**T**HE most important announcement of the month in connection with public affairs was that providing for the calling together of Parliament on November 11th. The session to open on that date will be the second of the present Parliament whose House of Commons was elected a little more than a year ago. It is expected that the session will be lengthy and it is certain that it will have to deal with matters of first-class importance, foremost of which will be, of course, the naval policy of the Government. The bill amending and consolidating the law respecting insurance, discussed last session but held over, will likely be passed. The Banking Act will also come up for revision. During the past month the Departments have been hurrying forward their estimates and preparing their departmental legislation, much of which will be ready to submit as soon as the session opens.

The Hon. Frank Oliver, Minister of the Interior, made a brief stay in Ottawa after his return from Britain and then set out for the West where he will make a thorough inspection of the work of his departmental officers and also study at first hand conditions there with which as Minister of the Interior he has to deal. He will return to Ottawa for the session.

Mr. R. L. Borden, Leader of the Opposition, who spent the greater part of the parliamentary recess in Great Britain, returned to Canada and paid a visit to his native Province, Nova Scotia. While there, he addressed two public meetings. When speaking in Halifax he announced that during the year 1910 a convention of the Conservative party will be held when great questions of policy and organization will be dealt with.

On October 20th the Legislature of British Columbia was dissolved. The members of the new House will be elected on November 25th.

**O**N October 4th the corner-stone of the Legislative and Executive Building of the Province

of Saskatchewan was laid at Regina by His Excellency Earl Grey. The ceremony, at which the Hon. Walter Scott, Provincial Premier, presided, was attended by thousands. In the course of his address Earl Grey reminded the people of Saskatchewan of their glorious heritage and of their duty to the Empire. He referred to the similar ceremony at Edmonton in which he had shortly before taken part. In this connection Earl Grey said: "The distinction of being thus personally and officially connected with two Provinces, each of which is more than twice as large as the United Kingdom, and each of which is destined to bring the British Crown a contribution of strength and glory, the amount of which no man can at present measure, is a distinction which will ever remain with me and mine as a cause of special rejoicing and pride."

In regard to the vital question of naval defence, he said: "If Britain's supremacy on the sea were to be interfered with even for one season, if a hostile cruiser were to stop the export of your grain from the mouth of the St. Lawrence or from Vancouver, every one of your farmers would suffer. There is no place in the British Empire more interested in maintaining the British supremacy of the seas than the prairie provinces. The people of the Motherland has most gallantly undertaken the responsibility of ensuring single-handed the safety of your over-seas trade until you are strong enough to come to her assistance. Your self-respect, as well as your self-interest, will not allow you to permit the over-burdened mother to perform this duty for you as soon as you are able to do it for yourself. You will, I know, be anxious to support the Federal Government in its endeavor to create a Canadian navy which shall be able to guard your coasts, to protect your overseas trade, and to take its part in imperial defence in a manner worthy of yourselves and of the important part Canada is destined to take one day in the administration of the Empire."

**A**N important change took place in the executive of the Grand Trunk Railway Company by

which the presidency of the Company is transferred to the operating head office in Montreal. Sir Charles Rivers-Wilson of England, resigned the presidency and was succeeded by Mr. Hays of Montreal, General Manager of the Grand Trunk System. Mr. Alfred W. Smithers of England, who for the past five years has been Vice-President of the Company, becomes Chairman of the Board of Directors. This change makes the actual manager of the system also the executive head of the company, while the chairmanship of the Board is still in the hands of the Old Country directors. The ultimate control of the railway will remain, as heretofore, with the Board of Directors in London. In his retirement from the labors of a long day of usefulness, Sir Charles Rivers-Wilson should have the good wishes of those in this country who can appreciate good work. Mr. Hays will have the consciousness that his advancement to the highest place in the company's gift has been earned by effective effort that all who pay attention to railway movements are able to appreciate.

**O**N October 14th, a letter was received at Winnipeg from Lord Strathcona in which he donated his old home farm of "Silver Heights" to the Selkirk Centennial, and after the close of the exhibition it is to become a public park. The centennial, which will take the form of a world's fair, will commemorate the coming to the banks of the Red River one hundred years ago of Lord Selkirk's colonists who were practically the first white farmers in the Canadian West. It is proposed to hold it in the City of Winnipeg in the year 1912. "Silver Heights" stands on the outskirts of the city and Lord Strathcona, then Mr. Donald Smith, resided there years ago. The late Earl and Countess of Dufferin occupied "Silver Heights" during their visit to Manitoba when the Earl was Governor-General of Canada.

**L**AATEST reports from the North indicate that such progress has been made on the National Transcontinental between Cochrane and Fort William that the gap of some 600 miles or more may be



BUFFALO GRAZING IN THEIR PARK NEAR WAINWRIGHT, ALBERTA. PRAIRIE FIRES RECENTLY RAN THROUGH THIS DISTRICT, BUT THE BUFFALO WERE NOT INJURED NOR DID THEY ESCAPE AS WAS REPORTED.



completed by the latter part of next year, or the spring of 1911. If this is done as speedily as is now expected it will mean that by the summer of 1911 the new Transcontinental will have through connections between Toronto and Edmonton, and by connections from Toronto east with Montreal and eastern Canada. While the connection between Toronto and Winnipeg, via the Temiskaming and Northern Ontario line, with connection at Cochrane, will be a good deal longer than existing routes, it is claimed that it will be at least as speedy and economical as any, owing to the low grades that are being enforced.

**M**R. J. Bruce Walker, Superintendent of Immigration at Winnipeg, who was in Montreal recently, declared that there was a decided increase in the number of people arriving in the West. During the months of April, May, and June, 74,136 people entered, an increase of 12 per cent. over the figures for the corresponding period last year. There was an increase in the immigration from Great Britain of 18 per cent., the number of newcomers for the three months being 23,336. It was the immigration from the United States however which Mr. Walker declared showed signs of great activity. American immigration for April, May, and June was 32,924 persons, an increase of 64 per cent. over the corresponding period of 1908.

Mr. Walker estimates that at the present rate of

neley. He was an Hon. A.D.C. to the Governor-General.

**S**IR Henri Taschereau, Chief Justice of the Court of King's Bench of the Province of Quebec, died at Montmorency, France, where he had gone in the search of health. Sir Henri belonged to a family long distinguished in the public life of Lower Canada.



MR. CHARLES M. HAYS, THE FIRST GENERAL MANAGER OF THE GRAND TRUNK RAILWAY TO BECOME PRESIDENT OF THE COMPANY.

He sat in the House of Commons during the MacKenzie regime and was appointed to the Superior Court bench in 1878. Two years ago he was appointed Chief Justice of the King's Bench. There also died during the month the Hon. Mr. Justice Curran of Montreal, a member of the Superior Court bench. For many years he sat in the House of Commons and for a time was Solicitor-General of Canada. He enjoyed a high reputation as a debater, platform speaker and advocate, and on the bench he showed judicial qualities of a high order. Death removed two members of the Legislature of Nova Scotia—the Hon. W. T. Pipes, Attorney-General of the Province, and Mr. C. S. Wilcox of Hants, leader of the Conservative Opposition.

#### ABROAD

**T**HE managing director of Messrs. Harland & Wolff (Ltd.), of Belfast, the largest shipbuilding firm in the world, made some interesting

about to establish yards in Canada. What would happen in the future would, he said, depend upon the attitude of the Canadian Government. It was a fact, however, that one of the former leading officials of the firm, who retired at the end of last year, has been spending a few months of his leisure visiting Canada and looking round. What would probably happen first would be the opening of repairing yards on the Canadian coast. During the past few years there had been a series of shipping casualties on that coast, and the insurance companies had raised their rates to a very high figure. It therefore became imperative for graving-docks to be constructed at the leading Canadian ports, so that damaged vessels could be repaired without undergoing the tremendous risk of taking them to the United States or across the Atlantic. Side by side with graving-docks there would, of course, be repairing yards, and if Messrs. Harland & Wolff went to the Dominion they would only be following the policy adopted when they went to Southampton after the great shipping lines made that a port of call. In this respect it was only a case of following the mercantile flag. The exact nature of the agreement that it is proposed to enter into with Messrs. Harland & Wolff will not be known until the Government lay their naval programme before Parliament, but it has been announced, on what appears to be good

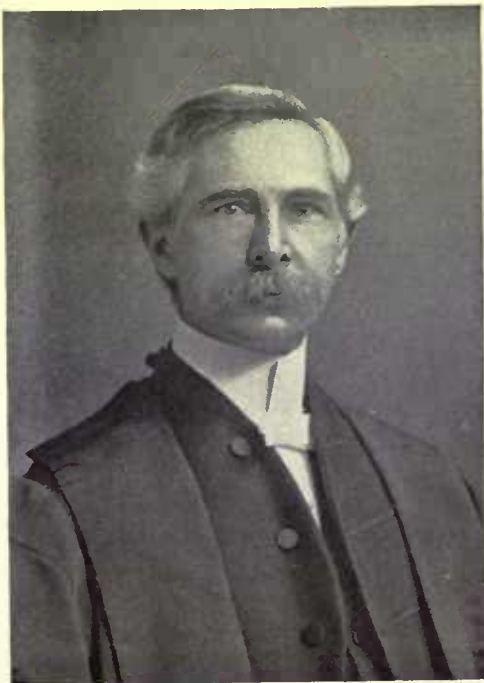


SIR HENRI TASCHEREAU, CHIEF JUSTICE OF THE COURT OF KING'S BENCH OF QUEBEC, WHO DIED AT MONTMORENCY, FRANCE.

increase 75,000 Americans would come into the Canadian West during the present calendar year. He had recently made computations regarding American emigration to Canada from the States. He found that the amount of cash brought in in effects, stock and money was \$998 per soul, so that at the end of the present year it might be reckoned that the material wealth of Canada had been added to by \$75,000,000.

Mr. Walker did not seem to fear that the Canadian West would become Americanized by the influx of settlers from the United States.

**B**RIGADIER-GENERAL Lawrence Buchan, commanding the Militia in the Province of Quebec, with headquarters at Montreal, died in that city on October 7th, after a brief illness. He was born near Paris, Ont., in 1849. He served through the Northwest Rebellion of 1885 and was several times mentioned in despatches. He was promoted to be a lieutenant-colonel in 1895, and served in South Africa during the late Boer war as second in command of the special service battalion of the Royal Canadian Regiment. He was mentioned in despatches twice and received a medal with clasps—Cape Colony, Paardeberg, Driefontein and Johannesburg. For his distinguished services he was created a C. M. G. and also was raised to a full colo-



THE HON. R. F. SUTHERLAND, SPEAKER OF THE HOUSE OF COMMONS DURING THE LAST PARLIAMENT, AND NOW APPOINTED TO THE BENCH OF ONTARIO.

observations to a "Daily Telegraph" correspondent on Oct. 11th, regarding the report that his firm was



THE LATE BRIGADIER-GENERAL BUCHAN, WHO COMMANDED THE MILITIA IN THE PROVINCE OF QUEBEC.

authority, that it will provide for the construction by the great shipbuilding company of two shipyards and drydocks in Canada—one at Levis, Que., and the other at St. John, N. B., and both capable of constructing and repairing warships of the largest British type. The company, it is said, will invest seven million dollars in the great plant and will employ one thousand men, many of whom will be skilled British shipbuilders. Levis is preferred to Montreal as being nearer tidewater, and yet well above the fortifications which in time of war will close the St. Lawrence, and St. John is chosen as being the terminus of the Transcontinental Railway lines. The firm will carry on a general shipbuilding business and will tender for the proposed warships.

**I**T was stated unofficially in London that the construction of a battleship cruiser will be begun at Devonport in November. The vessel will have engines of 70,000 horse-power, which is 4,000 horse-power greater than the engines of the "Mauritania" develop, and she will be capable of making thirty knots an hour at top speed. "This," says the London Standard, "means the revolutionizing of warship design, and will practically make obsolete as first class cruisers such vessels as the "Good Hope" and "Devonshire," which could be overtaken and blown to pieces before they could get in range themselves.



# Our Point of View

ON the eleventh of the present month will open the second session of the eleventh Parliament of the Dominion. Since the short session of 1896, and which was the first under the present regime, this is the earliest date at which Parliament has assembled. That important matters will come up for discussion and difficult problems be presented for solution is well known to all thoughtful observers of the trend of affairs since Parliament rose early last spring. Foremost among these questions of importance will be that of organizing a Canadian navy. This is a matter of much greater moment and of significance more far-reaching than the Canadian people as a whole fully realize. Undoubtedly it involves the greatest step ever taken in the direction of assisting the Mother Country to protect her interests and the interests of peace throughout the world. The primary and perhaps the most important effect of the organization of navies by Canada, Australia and New Zealand will be the increased prestige Great Britain will receive as the centre of a group of young and self-protecting nations comprising her beyond-the-seas Dominion which henceforth can be relied upon for powerful support in the hour of need. The floating of colonial-owned warships in the waters of Canada, Australia, New Zealand and South Africa will form an epoch-marking event in the history of the British Empire which thereafter will practically be a reorganized nation. The builders of the foundation of the Empire may in the past have dreamed of such a condition but for this generation to actually see it come to pass is enough to swell with pride and confidence the heart of every Briton wherever the Union Jack floats. Nothing could do more to foster imperialistic sentiment and weld together more firmly the bonds of union between the Mother Country and her daughters than the consummation of the decision of the Defence Conference held in London last summer. It means the birth of a new British Empire, strong enough to curb the warspirit of other nations and stand as a guarantee of world-wide peace—the greatest blessing that can be conferred upon mankind.

AMONG the difficult problems that the Government will have to solve in establishing a Canadian Navy one will have to do with the manning of the ships—the securing in Canada of a sufficient number of those handy but rough and ready men who are yet amenable to that discipline so necessary on board ship and especially on ships of war. Canada as a rule has not produced much of this raw material nor do our conditions of life tend to produce it. Such men can undoubtedly be procured in the Old Country, but if brought from there our Navy could not be regarded as wholly Canadian. Canadians can be found to officer the ships and to perform the service of ordinary sailors but this country cannot supply the rougher element that goes to make up the greater part of a war-vessel's crew. Here is a difficulty that will have to be overcome, but doubtless those to whom the problem is entrusted will find a solution.

NO report made by officials of the Federal Government is more interesting and instructive and yet perhaps less generally understood than that of the Inspector of British Immigrant Children. The prejudice that once existed in certain quarters in this country in regard to the immigration of children promoted by certain institutions and organizations in Great Britain, has gradually disappeared because the more the subject was enquired into the more evident became the worth of the work carried on. What work could be more worthy than the giving over of poor children of peculiar or doubtful parentage to philanthropic and religious institutions in Great Britain, there to be reared and trained under the highest moral and religious influences? The theory that because

a man is vicious or of lowly birth his children are necessarily bad or deficient has to a large extent been proved to be erroneous. On the contrary, it has been clearly established that environment more than anything else vitally influences the character and life of not only children but also of men and women. The children in this case are taken at a very early age and trained in good citizenship for years in these Old Country institutions before being sent out to Canada and other British countries. Care also is taken that no child with a tendency to vice or showing signs of a weak intellect is sent abroad. After coming out the children, at their places of employment, are visited yearly by a government inspector and if any are found unworthy or incompetent they are at once returned to the institutions in the Old Country from whence they come. These child immigrants come here at a teachable age, they readily adapt themselves to the conditions of life in this country, and as most of them are placed with farmers for a number of years they become accustomed to rural life and eventually follow agricultural pursuits. Child-immigrants of this class are most desirable. The question of bringing in paupers cannot be raised in connection with this immigration in view of the facts that these children come out under the auspices of responsible institutions in which they have been trained, and that the demand for such children on the part of the farmers of Canada is enormous. In his report the Inspector states that during the year 1908 applications for such children received from Canadian farmers and others numbered over 17,000 whereas the total number of children arriving during that year was only 2,375. The demand for these girls and boys is, therefore, eight times the supply. There is also to be considered the service this work is rendering to the Empire. Taken from the congested industrial life of the Old Country these children are given a wider opportunity and they are placed in a field where their labor is required to assist in developing a new country and in building up one of the outlying portions of the Empire.

THE evidence and opinions heard at the sittings of the Commission that has been enquiring into the conditions of trade between Canada and the British West Indies, have been most interesting and instructive. It appears that the greater part of our trade with those islands has been carried on through the ports of St. John, N. B., and Halifax, N. S., although it was also shown that a considerable portion of Canada's West Indian trade passes through New York from which a fast service is given to most of the West India Islands. Our export trade with those islands consists largely of shipments of lumber and fish, large quantities of fish also going from Newfoundland. From the West Indies we buy sugar, molasses and fruit. It is quite evident that this business intercourse with our fellow-Britons on the islands, which stand like half-way houses between North and South America, can be greatly increased. It is to be hoped that the enquiry conducted by this Trade Commission will discover means for bringing this about. That the West Indian trade is worth looking after is shown by the following quotation from a recent issue of the weekly report of the Department of Trade and Commerce of the Government of Canada:

"The British West Indies are entering upon a new area which gives promise of the restoration of their pristine glories. Under conditions assured in the near future, these luxuriant islands seem likely again to attain a political, industrial, and commercial importance such as has not been theirs since the days of the great sea captains, from Columbus to Nelson. . . The West Indian industrialists are again steadily climbing the steep slope of success; while the approaching completion of the Panama canal will give Port Kingston a strategic position of incalculable importance on the shortest highway from Europe to the Far East, and cannot fail enormously to stimulate its general trade."



# Economic Minerals of Canada

By EUGENE HAANEL, Ph.D., F.R.S.C., Director of Mines, Ottawa

## I.

IN attempting even a brief description of the mineral resources of Canada, it will aid clearness of vision, and enable the reader to walk within known bounds and landmarks if we indicate at the very outset the scope and limitations of our inquiry. Having this aim in view, we purpose dealing (1) with



THE SMELTER AT GREENWOOD, B.C., CAPACITY 2,000 TONS OF ORE DAILY, WITH TWO CONVERTERS OF A CAPACITY OF 2,500 POUNDS OF COPPER AN HOUR.

the more important ores of metals, and (2) with the non-metallic minerals: the respective descriptions being arranged in geographical order from west to east, by way of Provinces.

The total area of Canada is about 3,750,000 square miles, two-thirds of which are practically unexplored, except along a few main rivers and water routes in the northland which have been followed by Indians and fur traders. Hence, any account of the resources of the Dominion must necessarily be limited to the one-third of the country partially explored, investigated, and developed. For this reason, it is impossible to estimate even approximately Canada's future mineral industry; but judging by the extent and geological characteristics of the known mining areas, and inductively reasoning therefrom to the vast undeveloped regions known to exist in the north, the industrial possibilities of the country are manifestly enormous. This conclusion is driven home with convincing force when it is remembered that in 1886 the total mineral production of Canada was valued at \$10,221,255; whereas in 1908 it reached \$87,323,849.

The prospecting of promising mineral regions is constantly being undertaken by enterprising capital; and the judicious development of new mining areas is continually adding to the already formidable list of shipping mines. In the last-named connection it may be mentioned that, the Dominion Government in 1907 established a Department of Mines, with a view of directly aiding the industrial development of the country, by systematic investigation of its mineral deposits, and immense mineralized regions. And although this governmental organization is of recent origin, the Mines Branch of this Department has al-

ready rendered valuable service to the mining industry by the publication of technical reports and bulletins. Among those recently published by the Mines Branch—under the supervision of Dr. Eugene Haanel—is a comprehensive "Report on the Mining and Metallurgical Industries of Canada, 1907-8," comprising 936 pages of text, 144 engravings, and up-to-date mineral maps of the respective Provinces. This, and other important monographs and bulletins on mineral products of current economic interest; such as iron ores, asbestos, mica, graphite, peat, chromite, tungsten, etc., constitute a reference library of practical, technical literature, simply invaluable to every business man interested in the commercial and industrial progress of the Dominion.

**Alluvial Gold.**—Placer gold mining began in the Yukon in 1881. The main district is the Klondike region, where mining began in 1896. This field has an area of about 1,000 square miles, and upwards of seventy or eighty miles of creeks have proved productive. In some parts, the sands worked yielded \$2,000 per running foot, with a pay streak varying from 150 to 300 feet wide. This was in the early days when the Klondike was an ideal field for the individual miner. That time, however, has passed, and the rich creeks have practically been exhausted—from the standpoint of the individual miner. The placer miner is being replaced by powerful companies, with capital enough to establish hydraulic plants on a large scale for working the poorer sands and gravels. A typical example is the Yukon Gold Consolidated Company, Limited, that have constructed a ditch and pipe-line fifty-eight miles in length, and have established an hydraulic plant at the cost of several million dollars.

Up to 1907 the two main fields of the Yukon—the Klondike and the Indian river—had produced some \$120,000,000, and it is very conservatively estimated that by hydraulic mining some \$95,000,000 to \$100,000,000 of gold could still be extracted from



THE INTERIOR OF A SILVER MINE AT COBALT, SHOWING A WORKING LEVEL 85 FEET BELOW THE SURFACE. THE ORE VEIN IS BEING CUT OUT BY DRILLS DRIVEN BY COMPRESSED AIR.

the present known gold-bearing creeks.

Another method which promises to yield good results in the near future in working auriferous gold-bearing gravels and



sand is that of gold-dredging. Several attempts are at present being made in this line, and it is expected that this industry will soon be on a good working basis. A certain amount of success in gold-dredging has been achieved on the Stewart River, B. C.

In British Columbia almost every stream and river has yielded more or less gold. The main fields in alluvial mining are the Cariboo and Atlin districts, where hydraulic mining operations on a large scale are being conducted. Moreover, some attempts are being made to dredge bottoms and bars of the Fraser, Thompson, and other rivers; and if these prove successful, it will materially contribute to the gold output of British Columbia. It is not easy to make a forecast as to the future of placer gold-mining in British Columbia; but it may be stated that the total gold produced by this Province from alluvial sources, up-to-date, has been about \$70,000,000; and that the present yearly output is in the vicinity of \$1,000,000; so that, if we even consider only the present known placer deposits, there is no reason why this rate of production should not be maintained for many years to come.

In Alberta and Saskatchewan, gold has been found in the sands of the South Saskatchewan; Peace, McLeod, Athabaska, Bow, Old Man, and other rivers; but the North Saskatchewan—for sixty miles above Edmonton and a like distance below—has been the chief field of operations. These operations are limited; because they are mainly carried on by individual miners, and the sands and gravels are not very rich. It is quite possible, however, that this industry may develop in the future.

Of the eastern Provinces, Quebec is the only one in which workable alluvial deposits have been found. The most important field is the Beauce auriferous region, which embraces the valleys of the Chaudiere, and de Loup rivers, and that of the Gilbert river. Some very large nuggets have been found—the heaviest weighing 71 ounces. Operations are being conducted on these alluvial deposits; but they are on a small scale.

**Gold-bearing Quartz.**—In the Yukon some gold-bearing lodes

In British Columbia there are two distinct classes of gold-bearing ores, viz., the free milling ores: from which gold is the only metal recovered by amalgamation; and the sulphide ores, which, being gold-bearing copper ores, are treated by smelting.

In this Province, free milling ores are produced in the Nelson



THE SMELTER AT NELSON, B.C., WHERE OPERATIONS WERE COMMENCED IN 1896 AND HAVE BEEN LARGELY INCREASED SINCE THAT TIME. THE PRODUCTS ARE SILVER AND COPPER.

division of West Kootenay, and in McKinney and Fairview camps of the Yale district. The sulphide ores—from which copper, silver, and gold are extracted by smelting—are found and worked in the Rossland district, and in the Boundary country; but they are low grade ores: their total metallic contents varying in value between \$10 and \$15. But this is offset by the immense size of the ore bodies, and the low cost of mining. The gold content of these ores varies between \$1 and \$3.

In Ontario, free gold is found in the older rocks in the northern and western parts of the Province. Numerous gold-bearing quartz veins have been worked in the following regions: Lake of the Woods, Shoal Lake, Rainy Lake, Seine River, at various points on the north shore of Lake Superior, and other places. Several deposits have been worked in the older part of Ontario: in the counties of Hastings and Frontenac. In Ontario the area

occupied by rocks in which gold-bearing veins are liable to be found is enormous, and the possibilities are very great.

In Nova Scotia, the gold-bearing rocks form a broad belt, varying in width from ten to seventy miles, and extending some 260 miles in length along the Atlantic coast. The gold is found in quartz veins, and is for the most part free milling. Mining operations have so far been limited to veins outcropping on the surface; but it is thought that the deposits attain great depths. Therefore the gold industry in this Province still offers great possibilities. At present, the yearly production is comparatively small; but it is probable that by systematic development of its gold deposits, more especially at depth, the Province of Nova Scotia would make good showing as a gold-producing Province of Canada.

**Silver.**—Gold and silver in British Columbia occur in diverse ways. In addition to the gold



THE CREIGHTON MINE NEAR SUDBURY, ONT., WHOSE ORE CARRIES COPPER AND NICKEL. THE MINE IS WORKED AS AN OPEN PIT, FROM WHOSE SIDES THE ORE IS BROKEN AND THEN TRAMMED TO THE SHAFT.

have been discovered; but so far they have not been worked except to a limited extent.

extracted from the alluvial deposits all over the Province, there are a great many veins and other forms of deposits of auriferous



and argentiferous minerals. In these, gold and silver are found associated in various combinations with the baser metals. For instance, there are ores from which gold, silver and copper are extracted; then there are the silver-lead ores, silver-copper ores, as well as "dry ores," which are ores from which only silver is extracted.

Deposits of native silver and of silver sulphides have been found in various places in British Columbia, particularly in the Omineca district; but the main source of silver is the silver-lead ores of the Slocan division, in West Kootenay, and those found in the Fort Steele division of East Kootenay. Silver is also produced from the copper-gold-silver ores of the Rossland and Boundary districts, where there are immense deposits of low grade ores.

Silver ores and silver-lead ores are also found and worked in the Lardeau and Trout Lake district.

In Ontario, silver ores were first mined in the north-western part of the Province, near the west end of Lake Superior. At one time the Thunder Bay district produced large quantities of silver: one deposit alone—the Silver Islet mine—having produced about \$3,500,000. Very little work is at present being done in this district, although the deposits are far from being exhausted.

The deposits of silver-cobalt-nickel-arsenic ores of the Cobalt region, which have recently been discovered, and have attracted the attention of the world, are situated in Ontario. The possibilities of this district, as well as of other areas to the north of it, as producers of silver and nickel, cannot at present be estimated. To realize the importance of these finds, it is sufficient to point out that, the production in 1908 was about 17,000,000 ounces of silver.

In the Province of Quebec, silver is extracted from the pyritous ores, which are mined near Capelton, in the Eastern Townships. These ores are primarily mined as sulphur ores for use in acid manufacture; but they contain small quantities of silver and gold which are recovered in the process of treatment.

**Copper.**—Copper ores in Canada may be subdivided into two classes: viz., ores containing copper in the native or metallic state, and those in which copper is found in the form of various sulphides. Deposits of native copper are not worked in Canada, although occurrences of such ore have been reported from northern regions in the basin of the Mackenzie river, and from places in the interior of British Columbia; but nowhere in the West have they been worked, even in a preliminary way.

## Painting the Arctic Red

OUT of the Arctic region and close on the heels of Cook and Peary comes Captain Bernier, Canada's explorer of the frozen North, bringing back unassailable titles of Canadian sovereignty over the islands which, widely scattered, reach far northward from the mainland of the Dominion and look out toward the solitude of the polar region. Cook and

Peary returned in a blaze of publicity for each claimed to have reached the long-sought Pole, but that publicity soon took the form of a heated and undignified controversy respecting the reliability of each man's account of his exploits, for upon the truthfulness of these accounts hangs the palm of honor of having been the first to stand upon the very northern end of the globe. After these accounts have been studied and decisions arrived at, for it is not to be expected that a unanimous decision will be reached,



CAPTAIN J. E. BERNIER, COMMANDER OF THE STEAMER "ARCTIC."

nothing very useful will have been accomplished, unless it follows that, the North Pole having been reached, an end will be put to the waste of means, time and energy that in the past have been spent in purely polar expeditions. On the other hand, Captain Bernier, who returned quietly to make his report to the Canadian Government whose officer he is, has accomplished something of service to his country, for he has planted its flag on the northern fringe of the continent and so made it impossible for another nation to flank the Dominion in the north by taking possession of the islands which skirt much of our Arctic coast.

This trip, like Captain Bernier's former ones to the Far North, was made in the Government steamer "Arctic," a wooden screw vessel, length 165 feet, beam 37 feet, net tonnage 762 tons, and of 44 horse-power. On June 28th, 1908, the "Arctic" sailed from Quebec for the northern seas, and on

August 19th she reached Etah, Greenland, which has recently become known as "the gateway to the North Pole." Here supplies were left for Dr. Cook, the United States explorer who, it has since turned out, was then on his way back from his successful flying trip to the Pole itself. This, Captain Bernier explains, was a "return compliment for the manner in which the representatives of the United States behaved in regard to the British exploration steamer 'Resolute.'"

Proceeding on her voyage the "Arctic" came to Erbus Bay where the ill-fated Franklin wintered in 1845-46 and where a post bearing the letter "E" was found, a pathetic reminder of one of the great tragedies of the Far North.

Early in September the "Arctic" reached Winter Harbor on the coast of Melville Island, and soon the vessel was frozen in.

During the winter two sledge parties were sent out from the "Arctic" and they were absent for six weeks, visiting Bank's Land and Victoria Island. Captain Bernier practically made the northwest passage, travelling partly by water and partly by land.

Melville Island where the "Arctic" wintered, is crossed by the 75th parallel of latitude. Its greatest length is 200 miles, and its greatest breadth, 130 miles. In 1819 Sir Edward Parry, the famous English explorer, wintered there with his crew, finding shelter in Winter Harbor which also sheltered Captain Bernier and the "Arctic." At this place there is a huge sandstone rock, and on it Sir Edward Parry carved the record of the



ON THE SHORE OF MELVILLE ISLAND STANDS THE ROCK BEARING THE TABLET WHOSE INSCRIPTION RELATES THAT THERE, ON JULY 1ST, 1909, CAPTAIN BERNIER TOOK POSSESSION, ON BEHALF OF CANADA, OF THE WHOLE ARCTIC ARCHIPELAGO.



fact that he and his crew wintered in the adjacent harbor. Captain Bernier found the record in a good state of preservation, and he added to it by affixing to the rock a cast plate of babbitt metal, bearing an inscription recording the fact that the Canadian party passed there the winter of 1908-09; and he formally took possession of the region on behalf of the Dominion of Canada, further emphasizing it by the hoisting there of a British flag.

"The whole of the Arctic archipelago is now under the British flag," says Captain Bernier when interviewed on board his ship at Quebec, "and new tracts have been discovered. Cook and Peary found no land, and if they did I venture to say

if they looked long enough they would find a Union Jack sticking about it somewhere."

During the trip home the "Arctic," on September 1st last, reached Pond's Inlet where Captain Bernier found awaiting him a letter from Dr. Cook written from Uppernavite on May 23rd, 1909. In that letter Dr. Cook acknowledged the Canadian's gift of supplies left at Etah in August of the preceding year, and he also announced his success in having reached the Pole on April 22nd, 1908. The letter is lengthy and it contains an account, with considerable detail, of Dr. Cook's trip to and from the Pole.

## Through South-Western Nova Scotia

By PERCY ST. CLAIR HAMILTON



THE opening of the Halifax and South Western Railway in Nova Scotia gives easy access to some of the finest fishing and hunting territory in the country. From a scenic point of view, too, this new road offers some rare combinations of wild land and sea view. The railway skirts the Atlantic coast, following the indentations of the numerous picturesque bays, and crosses several navigable rivers. The Halifax and South Western, with its branches, is the property of the Canadian Northern system, whose development in the West is rapidly assuming the proportions of another transcontinental railway.

Yarmouth, N. S., is reached by direct steamship from New York or Boston, or by rail and ship from St. John, N. B. In autumn, when the forest foliage is so rich in tints, from the golden yellow to the deep crimson of the hardwood and the dark green of the fir, spruce and pine, perhaps this section of the country is seen at its best. Taking the evening train you run out from Yarmouth, and over the low wooded headland of the harbor there stretches out an unobstructed view of the Bay of



ONE OF THE BROAD AND WELL-SHADED STREETS OF BEAUTIFUL YARMOUTH, THE PRINCIPAL PORT OF SOUTHERN NOVA SCOTIA.

Fundy with its world-famed tides. The sun is just approaching the horizon and affords one of the most glorious sunset effects to be seen on this continent. There is just a suspicion of haze in the distance, and through it the sun shows like a ball of crimson fire. The clouds are ablaze with orange and crimson and gold. The windows of the churches and other large buildings in the town behind you catch and hold the glow like some great illumination of fairy palaces. Then the sun seems to drop suddenly into the very sea itself, and the waters appear to foam and bubble up as if they were liquid fire. Then, with the subdued light of the afterglow, which lasts for an hour or more and shades gradually off into that twilight, which in this part of the country makes the days so long, the train winds in and out through wood and farmland and crosses the Tusket river at the head of navigation. Here are the remains of the shipyards where, in the palmy days of wooden shipping, a dozen big vessels at a time were on the stocks, to be launched and sail to every port in the

world open to navigation. Round the broad Eel Lake you run through the first of the French Acadian villages. Here these picturesque people still dwell in the ideal simplicity of peasant life in France three hundred years ago. Litigation among them



SHELBURNE HARBOR RUFFLED BY A SUMMER BREEZE AND CONTAINING A FLEET OF PLEASURE YACHTS SETTING OUT ON THEIR ANNUAL RACE.

is unknown. The curé is their friend, adviser, and arbiter in things temporal as well as their teacher in spiritual matters. He is even their banker, and he knows when the harvest of land or sea has been good or bad by observing the relation of deposits to withdrawals. From these Acadians the New England fishing vessels largely draw their crews, and while the men are away on the banks the women, in the same simple, quaint black kerchief as worn by their ancestors when they came over with Champlain and De Monts, three hundred years ago, till the soil. The train



THE FIRST HOUSE AT SHELBURNE, BUILT BY U. E. LOYALISTS, AND WHERE THE DUKE OF KENT, GRANDFATHER OF KING EDWARD VII., LIVED IN 1785.



continues in the home of the modern Acadian, with his Middle-Age life, until it reaches Pubnico. Among the Acadian families here will be found direct lineal descendants of the royal French House of Bourbon.

Among the most beautiful bits of scenery still visible in the fading light is the view at Argyle, near Pubnico. Here the



A GROUP OF SPORTSMEN ENJOYING AN AFTER-DINNER SMOKE AT SPINNEY'S COTTAGE, A WELL-KNOWN HUNTING BOX IN SOUTH-WESTERN NOVA SCOTIA.

tourist looks down on a bay dotted with islands, from little specks on the water to big places with several farms on them. These islands, said to be three hundred and sixty-five in number, are the seat of the last big lobster fishery left to man. Efforts are being made to restock the depleted waters of Maine and Massachusetts, but here the fishery is still productive, and from this source comes the chief supply of Eastern America.

Passing into the township of Barrington, the traveller finds himself among another race of fishermen and farmers. They are descendants of the Puritans who came over to Massachusetts in the "Mayflower." The thin face, the nasal twang, the peculiar words which the Yankee inherited from his Puritan fathers, will here be seen and heard more generally than even in Massachusetts. The grave of the grandmother of John Howard Payne is in one of the village churchyards down here, and a relative of the famed author of "Home Sweet Home," M. H. Nickerson, himself a poet of no mean note,—is the editor of the local newspaper and the representative of the district in the Legislature of Nova Scotia.

This district is famed for moose and big game, as well as black duck, grouse, etc., and the waters teem with trout and salmon. The shire town, Shelburne, is a remarkable place closely associated with the history of the continent. This, the best natural harbor in North America, is here the seat of a small town, comparatively modern in appearance, but as one walks about he is struck with the ancient style of some of the architecture. The streets are broad and well laid out. As you go into the woods,



LOOKING UP THE ROSEWAY RIVER WHICH FLOWS THROUGH A DISTRICT TRAVERSED BY NOVA SCOTIA'S NEW SCENIC RAILWAY.

you find unmistakable evidence that where now thick bush and wild vegetation are growing and trees are ready for the woodsman's axe, there once were streets and houses and city life. As the cities of Pompeii and Herculaneum are buried under the ashes of Vesuvius, so is much of what was once the proud and populous

city of Shelburne now buried under the mosses and ferns and foliage of the forest. When the War of the American Revolution was being waged many of the proud old families that still held to their allegiance to the King, gave up their homes in the revolting colonies and moved with their negroes and portable property and corn-meal barrels to Nova Scotia, settling at this place which was then called Port Razior. They were given grants of land and most skilful engineers aided in laying out the town, which was to be a model among cities. Some had even brought away with them fragments of houses such as doors and windows. Some dilapidated dwellings may still be found there with solid mahogany doors. Almost in a night, there sprung up a city of twelve or thirteen thousand population. But in three years time it had dwindled to a little village. Whole houses were moved away on vessels, the people scattered to Halifax, Yarmouth, St. John, N. B., and even away up the St. Lawrence and into Ontario. Some, too, went back to their old home, in a country now pacified and orderly, and accepted the situation, starting life over again in the new Republic. At Shelburne will still be found some of the descendants of the slaves whom the old Loyalists brought with them. The white people



ALONG THE HARBOR-FRONT OF HALIFAX, SHOWING A NUMBER OF SAILING VESSELS ENGAGED IN THE COASTAL AND WEST INDIAN TRADE.

of the present town are genial and hospitable, and every man of them is a veritable woodland sportsman. Their splendid harbor is the scene of annual yachting competitions.

Passing on into the adjoining county of Queen's you are again in a sportsman's paradise. In the section known as the Haunted Woods, the very deer and moose came to look at the men building the railway, and streams were opened up where the fish simply kept the waters alive. The shire town of Queen's, Liverpool, is at the entrance of a river named after its supposed counterpart in England, the Mersey. Liverpool is a beautiful little town, with pretty residences, well laid-out streets, lighted by electricity, power being cheaply furnished in abundance from the nearby falls of the river. There is excellent hotel accommodation, and a beautiful sea view. Liverpool and Shelburne will be found advantageous centres for the hunter or fisherman. The Indian Garden, so called, which runs through the back country here, is about as charming a bit of forest as one could hope to see, and the opening of this railway makes it easily accessible to those who have not time or inclination to tramp for days or weeks through more distant woods.



From Liverpool you continue through woods and farm land, skirting inland lakes and ever and anon with a beautiful view of the Atlantic opening up before you. At Bridgewater you are at the Lohave, a lovely navigable stream of water which has well been



SCATTERED ALONG THE SHORE OF A SEMI-CIRCULAR COVE STANDS LITTLE BLANDFORD, A TYPICAL VILLAGE OF SOUTH-EASTERN NOVA SCOTIA.

called the Rhine of America. The county the train is now in is Lunenburg, and again there is a complete change of population. Since leaving Yarmouth the traveller has passed through the Acadian settlements where the French of the days of Henri IV. is still the language of the people, into Barrington where the dialect of Cape Cod prevails, through Shelburne where the descendants of the old Tory families of the South dwell. Now we are in Lunenburg, where the great mass of the people speak German as their mother tongue. The people of Lunenburg County are descended from German Lutherans who came out to Nova Scotia early in the eighteenth century. While some of them are to be found in the adjoining counties, they have held pretty much to Lunenburg. They are a thrifty, clean-living and long-lived people, usually of fine physique. They are chiefly farmers and fishermen, and an exceedingly stay-at-home people. They fish in their own vessels instead of shipping in the New England fleet, as so many of the other fishermen on this shore do. Their vessels are beautifully modeled and are kept so clean and bright that they might easily be mistaken for yachts.

There are some very beautiful little seaside resorts all along this part of the coast. Chester, at the head of Malbone Bay, looks out upon an inlet of the Atlantic, studded with pretty little wooded islands. It has long been a popular watering place, having been much frequented by old Baltimore families even before the Civil War, when it could only be reached by a post-

road or by water. St. Margaret's Bay, just over the line in Halifax county, is another ideal outing place which will, no doubt, be the summer resort for thousands in the near future now that the railway has made it accessible. Imagine a noble bay, outside of the headlands of which the broad Atlantic horizon looms; countless islands with deep green and golden foliage down to the water's edge and a fringe of white sand and quartz boulders around each; so sheltered by high hills and land-locked that the surface of the bay is usually like a mirror reflecting the beautiful islets. Here, indeed, is an ideal spot which is going to be "discovered" one of these days.

The journey ends with the arrival at Halifax, entering the city around the head of the picturesque North-West Arm, an inlet of the sea, with the villas of the merchant princes on its banks, to Bedford Basin, the vast inner harbor of Halifax, where rivals for the world's championship in rowing have struggled against each other in times past. The grey old capital of Nova Scotia, with its forts and gardens, parks and military pageants is familiar to and beloved by all Canadians whose home is down by the sea or who have visited our eastern Maritime Provinces.



A FISHING FLEET AT ANCHOR ON A CALM MORNING IN LUNENBURG HARBOR. THE CLEAN, WELL-BUILT VESSELS MIGHT EASILY BE MISTAKEN FOR PLEASURE YACHTS.

Halifax possesses many features of interest. It has a history, it is a provincial capital, it has land and water defences and it is a national port open throughout the year.



THE SOUTH-EASTERN COAST IS ADORNED WITH SCENES LIKE THIS—NATURAL HARBORS OF GREAT BEAUTY WHERE, PROTECTED FROM THE WAVES OF THE ATLANTIC OCEAN, YACHTS CAN RIDE IN PERFECT SAFETY. THESE ARE THE SPOTS THAT APPEAL TO THE TOURIST.



# Saving Toronto's Old Fort

By L. A. M. LOVEKIN

TORONTO has happily escaped what, at one time came near becoming a possible disgrace. And the thanks, not only of the city but of the Province and, it may also be said, of the entire Dominion, are due to the Ontario Historical Society and those who have apparently snatched the historic "Old Fort" as it has generally been termed, from destruction, and it will remain. A government patent relat-



A PORTION OF THE OLD FORT AT TORONTO, WHICH STANDS AS A LANDMARK IN UPPER CANADIAN HISTORY AND WHOSE PRESERVATION IS NOW PROVIDED FOR.

ing to the Garrison Common was granted to the City of Toronto recently, and this includes the area occupied by the site of the old fort, and the conditions of transfer necessitate the restoration of the works, in accordance with a plan apparently drawn and dated at Quebec in the year 1816, and their permanent maintenance. And this result has not been accomplished without some trouble. It has been more than once said that Toronto never showed much enthusiasm over its old landmarks. It is true that it does not, so far as the English regime is concerned, possess very much that is really old to conserve. But it possesses enough to inspire respect and provoke interest. Compared with places of mushroom growth like Chicago and Duluth—the latter place made familiar by the satire of Proctor Knott more than by its remarkable business progress,—Toronto may be regarded as a place of some antiquity. There is, for example, a halo of age, in a relative sense, around the spot known for years as the "Old Fort," named originally "Fort York," some views of which are given in these columns. But it is, after all, only one hundred and sixty years since the French were extending their trading posts westerly and playing the part of "pioneers of nations yet to be" and treading the forests where the "human sea" of the poet's fancy is even now rolling. And then only, when King George III. had sat for ten years on the throne of Great Britain, was it that M. de la Galissoniere, acting for M. de la Jonquiere, ordered a stockade to be built in the locality. This was later greatly extended, and additions were made to its strength and equipment three years later, in the year 1752, and the position was named Fort Rouille in honor of M. le Comte de Rouille, the French Colonial Minister from 1749 to 1754. But this "position" was not on the same site as Fort York now immediately referred to. It stood a short distance further west and through the efforts of the late Rev. Dr. Scadding a cairn was erected on the spot it occupied.

While alluding to old Fort York, it may be noticed in passing that Toronto, later on named York, and then renamed Toronto, would not have been selected as the capital had the

wishes of Simcoe been complied with. He had decided that the locality where London now stands would have been the best situation as opening up a communication by way of the Grand River and other channels between Lakes Huron and Ontario. The Grand River route found a champion in the late Hon. Isaac Buchanan as a navigable water to be developed. Simcoe saw in such a route a means of avoiding the Straits of Detroit. Later observation clearly indicates the French and Ottawa rivers as the best water-route from the lakes to the sea. The archives indicate the correspondence which shows that Lord Dorchester differed from Simcoe and decided that Toronto was the best site for the capital, and this particular spot where the fort stands was noted as a special place, owing to the "strength of its position and the security it could offer to the naval force of the Province." And the most unlearned in the matter of fortifications can see that, as a site for a work commanding the entrance to the harbor, as such strongholds had to be constructed and situated at that period, the position is a commanding one. But it was practically never more than an earth-work and stockade, and up to a few years ago it was, with its old guns, some eight or nine in number, and its venerable and decayed stockade, a picturesque and interesting spectacle, very suggestive of the past at an interesting crisis of the country's history.

It is not much more than fifteen years ago, if so much, that the late Mr. Kingsford, in his valuable History of Canada, wrote of this same fort: "The old fort in Toronto remains, to a great extent, as it was at the time (1812-13), but in an unsightly condition and in an extreme state of dilapidation. Twenty years ago it was used as a barracks and it is used as a storehouse for the militia to this day. The proposition has been discussed that the City should apply to the Dominion Government for the site on which it stands in order to restore the outlines of the old fort and turn the main area into a garden... It could be made an ornament to the western part of the city and would be often visited... The subject is worth the attention of any public man." Mr. Kingsford mentioned the name of the Hon. J. Beverly Robinson, at the time the Lieutenant-Governor of the Province, and the Mayor as the proper people to initiate the movement but nothing



ANOTHER PART OF THE OLD FORT PROPERTY SHOWING THE BARRACKS AT THE LEFT AND THE HISTORIC BLOCKHOUSE AT THE RIGHT.

practical came of the suggestion at the time. Later on Sir Mortimer Clark, when Lieutenant-Governor, and others did agitate the subject but it looked as though Ichabod would have to be written over the gateway leading to the old structure.

The old fort witnessed some stirring scenes during the last



war with the United States. It then lay some distance from what was no more than the village of York with its few hundred inhabitants. It was, on the approach of danger, hastily armed with some 24-pounders, not in the best condition, and some naval guns from the gun-brig "Duke of Gloucester," afterwards burned during the operations. But in spite of individual bravery and the presence of some veteran soldiers these operations were not crowned with success for the British at the moment. At the outset of the engagement which followed the American invasion and attack on the company of the Newfoundland Regiment and five hundred regulars and Canadian militia, the magazine in the western battery exploded and killed a number of men and "crippled the battery." Captain McNeal of the 8th Regiment was killed. This was followed by a second explosion later, when the main magazine exploded, killing the American General Pike and also killing and wounding 250 of his followers. A rather ignominious capitulation followed, and the conduct of Brigadier Sheaffe, who was in command of the defence, does not shine very brightly on the pages of the annals of war or greatly add to his reputation as a soldier. Years after the events referred to the first Duke of Wellington in a published conversation deplored the ineffective results which were so largely seen in the operations during the campaign. There were many of his Peninsular veterans with

Prevost and the western forces but he said they did not do as well as they ought to have done. "They wanted my guiding hand." And certainly the Prevost campaigns were not very encouraging or creditable.

But if the military defence of York was not a success the conduct of the Americans, when they obtained possession, was discreditable. They burned the Government House, the courts of law and library, and robbed the parish church of its plate, and were proceeding to violate all the articles of capitulation until very shame caused Commodore Chauncey and his military colleague to indignantly intervene. The American triumph was, however, brief as in two or three days after the invasion, on the 1st of May, 1813, the enemy evacuated the place and sailed away from the scene of their barren triumph. The chief fighting took place on the 27th of April.

The public thanks are due to Mr. Barlow Cumberland, who has taken a leading part in the campaign in favor of the old fort. He has also caused explanatory historical tablets to be erected at various points on the old buildings. Much, however, yet remains to be done, but it is satisfactory to know that at last, as Mr. Cumberland in his recent report to the Historical Society states, "the future of this historical memorial whose restoration has been so long delayed, is now secured."

## Open Seasons for Game

THE following tables show the open seasons for game in all the Provinces and unorganized territory of Canada and in Newfoundland, arranged on a uniform plan.

The first date of the open season and the first date of the close season are given, so that the close seasons may be found by reversing the dates :

### BIG GAME

	DEER. <sup>g</sup>	MOOSE.	RABBIT.	QUAIL.
B. Columbia f.	Sept. 1-Dec. 15g	Sept. 1-Jan. 1*	Sept. 1-Jan. 1.	No open season f
Yukon .....	Sept. 1-Mar. 1.	Sept. 1-Mar. 1.		
Alberta .....	Nov. 1-Dec. 15.	Nov. 1-Dec. 15.		
Saskatchewan	Dec. 1-Dec. 15*	Dec. 1-Dec. 15*		
Unorg. Terr. .	Dec. 1-Apr. 1a.	Dec. 1-Apr. 1a.		
Manitoba. . .	Dec. 1-Dec. 15*	Dec. 1-Dec. 15*		Aug. 1-Jan. 1.
Ontario.....	Nov. 1-Nov. 16.	Oct. 16-Nov. 16* <sup>h</sup>	Oct. 1-Jan. 1.	Nov. 1-Dec. 2.
Quebec.....	Sept. 1-Jan. 1g.	Sept. 1-Jan. 1* <sup>h</sup>	Dec. 1-Feb. 1†.	
N. Brunswick	Sept. 15-Dec. 1.	Sept. 15-Dec. 1*		
Nova Scotia..	Oct. 1 1912 .....	Sept. 16-Nov. 16*	Nov. 1-Feb. 1.	Sept. 1-Mar. 1.
Pr. Edw. Isl.			Sept. 1-Mar. 1.	
Newfoundland		Jan. 1, 1912.....	Oct. 1-Dec. 15.	

### UPLAND GAME

	GROUSE.	PRAIRIE CHICKEN.	INTRODUCED PHEASANT.	WOODCOCK.
B. Columbia f.	Sept. 15-Apr. 1 f	No open season f	No open season f	
Yukon .....	Sept. 1-Mar. 15.	Sept. 1-Mar. 15.		
Alberta .....	Oct. 1-Nov. 1.	Oct. 1-Nov. 1.	No open season.	
Saskatchewan	Sept. 15-Dec. 1.	Sept. 15-Dec. 1.	No open season.	
Unorg. Terr. .	Sept. 1-Jan. 1.	Sept. 1-Jan. 1.		
Manitoba. . .	Oct. 1-Oct. 20.	Oct. 1-Oct. 20.	Oct. 1, 1920.....	Aug. 1-Jan. 1
Ontario.....	Sept. 15, 1910....	Sept. 15-Dec. 16	Sept. 15, 1910....	Sept. 15-Dec. 16
Quebec.....	Sept. 1-Dec. 15†			Sept. 1-Feb. 1
N. Brunswick	Sept. 15-Dec. 1.			Sept. 15-Dec. 2
Nova Scotia..	Oct. 1-Nov. 1†.		No open season.	Sept. 1-Mar. 1
Pr. Edw. Isl.	Oct. 1-Dec. 1.			Sept. 1-Jan. 1
Newfoundland	Oct. 1-Dec. 15.			

### SHORE BIRDS AND WATERFOWL

	PLOVER.	CURLEW.	SNIPE.	RAIL.	DUCK.	GOOSE.	SWAN.
British Columbia f.	Sept. 1-Mar. 1.		No open season f		Sept. 15-Apr. 1f.		No open season f
* Yukon.....			Aug. 10-June 1.		Aug. 10-June 1.	Aug. 10-June 1.	Aug. 10-June 1
Alberta.....	Sept. 1-Jan. 1.	Sept. 1-Jan. 1.	Sept. 1-Jan. 1.	Sept. 1-Jan. 1.	Aug. 23-Jan. 1.		Aug. 23-Jan. 1.
Saskatchewan.	Sept. 1-Jan. 1.	Sept. 1-Jan. 1.	Sept. 1-Jan. 1.	Sept. 1-Jan. 1.	Sept. 1-Jan. 1.	Sept. 1-Jan. 1.	Sept. 1-Jan. 1.
Unorganized Territories.					Sept. 1-Jan. 15.	Sept. 1-Jan. 15.	Sept. 1-Jan. 15.
Manitoba.....	Aug. 1-Jan. 1 n.		Aug. 1-Jan. 1.		Sept. 1-Dec. 1.		
Ontario.....	Sept. 1-Dec. 16.	Sept. 1-Dec. 16.	Sept. 1-Dec. 16.	Sept. 1-Dec. 16.	Sept. 1-Jan. 1.	Sept. 15-May 1.	Sept. 15-May 1.
Quebec.....	Sept. 1-Feb. 1.	Sept. 1-Feb. 1.	Sept. 1-Feb. 1.		Sept. 1-Mar. 1.		
New Brunswick.	Sept. 15-Jan. 1.	Sept. 15-Jan. 1.	Sept. 15-Dec. 2†	Sept. 15-Jan. 1.	Sept. 15-Dec. 2†.	Sept. 15-Dec. 2.	
Nova Scotia..	Sept. 1-Mar. 1.	Sept. 1-Mar. 1.	Sept. 1-Mar. 1.		Sept. 1-Mar. 1†.		
Pr. Edward Island.	July 15-Jan. 1.	July 15-Jan. 1.	Sept. 1-Jan. 1.		Aug. 20-Jan. 1†.	Sept. 15-May 10q	Sept. 15-May 10.
Newfoundland	Oct. 1-Dec. 15.	Oct. 1-Dec. 15.	Oct. 1-Dec. 15.		Oct. 1-Dec. 15.		Oct. 1-Dec. 15.

In addition to the foregoing the following indicates the open seasons in a few Provinces and Districts with respect to certain big game:

**Antelope.**—Alberta, Oct. 1-Nov. 1; Saskatchewan, Oct. 1-Nov. 15\*; Manitoba, Dec. 1-Dec. 15\*.

**Caribou.**—British Columbia, Sept. 1-Jan. 1\*; Yukon, Sept. 1-Mar. 1; Alberta, Nov. 1-Dec. 15; Saskatchewan, Dec. 1-Dec. 15\*; Unorganized Territory, Dec. 1-Apr. 1a; Manitoba, Dec. 1-Dec. 15\*; Ontario, Oct. 16-Nov. 16\*<sup>h</sup>; Quebec, Sept. 1-Feb. 1; New Brunswick, Sept. 15-Dec. 1\*; Newfoundland, Oct. 21-Feb. 1a.

**Elk.**—British Columbia, Sept. 1-Jan. 1\*; Yukon, Sept. 1-Mar. 1; Saskatchewan, Dec. 1-Dec. 15\*; Unorganized Territory, Dec. 1-April, 1a; Manitoba, Dec. 1-Dec. 15\*.

**Goat.**—British Columbia, Sept. 1-Dec. 15; Yukon, Sept. 1-March 1; Unorganized Territory, Dec. 1-Apr. 1a; Alberta, Sept. 1-Oct. 15.

**Sheep.**—British Columbia, Sept. 1-Nov. 15\*<sup>j</sup>; Yukon, Sept. 1-Mar. 1; Alberta, Sept. 1-Oct. 15; Unorganized Territory, Dec. 1-Apr. 1a.

**Bear.**—British Columbia, Sept. 1-July, 15; Quebec, August, 20-July 1.

\*Males only; †Local seasons not included; ‡Certain species.

a Additional open seasons—Big game in Unorganized Territories, July 15-Oct. 1; Caribou in Newfoundland, Aug. 1-Oct. 1;

f **British Columbia.**—No open season for grouse, sage hens, ptarmigan, or ducks south of lat. 55°. Lieutenant-Governor in Council authorized to fix the seasons by proclamation on these birds, and also on Columbian deer, quail, partridges, pheasants, snipe and geese.

g **Deer.**—No open season for Columbian deer. Quebec, season Oct. 1-Dec. 1 in Ottawa and Pontiac counties.

h **Moose and Caribou.**—Ontario, south of the Canadian Pacific R. R. between Mattawa and Manitoba boundary Nov. 1-Nov. 16. Quebec: Moose, Oct. 1-Dec. 1 in Ottawa and Pontiac counties. Nova Scotia moose in Cape Breton Oct. 1, 1915.

j **Sheep.**—British Columbia, south of the Canadian Pacific R.R. between the coast and the Columbia River, from Revelstoke to the International Boundary.

n **Plover.**—Manitoba, July 1-Jan. 1

q **Goose.**—Prince Edward Island, Oct. 1-June 10.





THE LAWN OF THE CENTRAL EXPERIMENTAL FARM AT OTTAWA, SHOWING SEVERAL OF THE EXECUTIVE BUILDINGS AND RESIDENCES OF MEMBERS OF THE STAFF. THIS VIEW IS TAKEN FROM THE MAIN ENTRANCE TO THE FARM PROPERTY.

## The Export of Dairy Products

AS the producer of staple articles of food consumed by every class of our population and of commodities whose exportation adds very largely to the external trade of the country, dairying occupies a prominent place in our industrial life, justifying by its importance and the amount of wealth it produces the wisely directed efforts and the judicious expenditure made by the Department of Agriculture to foster the industry, increase its productiveness and raise the standard of its products. The raw material of this industry is milk and, according to the statement of Mr. J. A. Ruddick, Dairy and Cold Storage Commissioner, contained in his article published in the issue of October last, the milk annually produced in Canada has a value of nearly one hundred million dollars. The greater part of this is consumed at home but more than one-fifth of this production in the form of condensed milk, butter and cheese, is sold abroad, almost wholly in Great Britain, and therefore brings a direct cash return to the Canadian people. Condensed milk is of course the smallest of our dairy exports. Cheese stand first, the value of this export being almost twenty times as great as that of the butter exported. During the past fiscal year, which ended on March 31st last, there were exported from Canada 6,326,355 pounds of butter worth \$1,521,436. During the same period the cheese exports amounted to 164,907,139 pounds, worth \$20,384,666, making a total of \$21,906,102 for butter and cheese sent abroad, a sum equal to nine per cent of the total export during that year of Canadian products of all kinds. Our exports of butter and cheese were worth almost twice as much as the value of our exports of fish and fish products, almost sixty per cent of the value of the exports from our mines, fifty-six per cent of the exports of forest products, thirty per cent of our exports of agricultural products, and seventy per cent of our exports of manufactures. The dairyman, therefore, stands high as a contributor not only to the food supply consumed by Canadians, but to the external trade of the Dominion.

The record of our export butter trade shows considerable fluctuation. In 1870 it amounted to two and a third million dollars, seventeen years later it had fallen below one million and

it was not until 1892 that it again reached the million mark. Then it continued to increase pretty steadily until 1903 when it reached almost seven million dollars, but 1906 was the record year when our exports of butter had a value of \$7,075,539. Since that year there has been a very considerable decrease.

The record of the cheese export trade is more uniform. On the whole it shows a fairly steady increase although during the past two years there has been a falling off. In 1870 it amounted to a little more than one million dollars; ten years later it was almost four times that sum; in 1890 it was close to ten million dollars, and in 1900 it was close to twenty million dollars. The record year was 1906 when our cheese exports amounted in value to \$24,433,169. These figures remind one, to quote from



ONE OF THE PLANTS THAT CONTRIBUTE TO OUR DAIRY EXPORTS. THE HOUSE, BARN AND STOCK OF A MANITOBA FARMER.

the latest report of the Dairy Commissioner, that "Canadians take some pride in the fact that they are by far the largest export-



ers of cheese in the world. The country next in the list, which is Holland, has a little over half as much to her credit."

The value of the exports of Canadian butter and cheese during the past ten years is shown by the following tabulated statement:—

YEAR	BUTTER	CHEESE
1900. . . . .	\$5,122,156. . . .	\$19,856,324
1901. . . . .	3,295,663	20,696,951
1902. . . . .	5,660,541	19,686,291
1903. . . . .	6,954,618	24,712,943
1904. . . . .	4,724,155	24,184,566
1905. . . . .	5,930,379	20,309,500
1906. . . . .	7,075,539	24,433,169
1907. . . . .	4,011,609	22,006,584
1908. . . . .	1,068,703	22,887,237
1909. . . . .	1,521,436	20,384,666

The decrease in the exports of dairy products does not necessarily indicate a decline of the industry. The seasons of 1907

and 1908 were extremely unfavorable for the production of milk. "The increase in the condensed milk industry," writes the Dairy Commissioner, "has also had an appreciable effect on cheese and butter production, but the main reason for the decrease in the exports is to be found in the increased home consumption." It is estimated that there are now in Canada one million more people than there were in 1904. "That number of people would consume at least twenty million pounds of butter, and milk and cheese equal to another ten million pounds. Then there is the increased purchasing power of the people as a whole, which permits them to spread the butter more thickly and to indulge to a greater extent in the use of cream, ice cream and other milk products. Last, but probably not least, the improvement in the quality of butter has encouraged a tremendous increase in its general consumption. Taking all three factors together, I think it is safe to say the falling off in exports is fully equalled by the increase in home consumption."

## Notes of the Empire

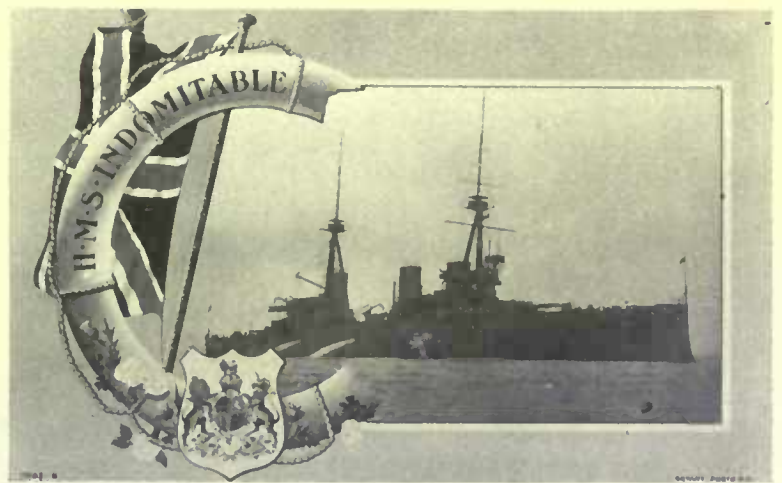
"Canada and the Empire is our politics."

THE first of the colonies to begin the work of establishing a local navy is Australia. At this moment there are three torpedo-boat destroyers under construction in Great Britain for the Commonwealth Government, and within twelve months these will be floating in the Pacific Ocean, the first ships of a colonial navy auxiliary to the fleet of the British Navy. A small force of petty officers and men have this year been trained in Great Britain in the ships and dockyards of the Imperial Navy, and these men, now returned to Australia, will be the nucleus of the personnel of the Commonwealth fleet. On September 21st, the Minister of Defence, Mr. Cook, in moving the second reading of the Defence Bill in the Commonwealth House of Representatives outlined the details of the scheme in which Australia will carry out her part of the momentous decisions arrived at by the Imperial Defence Conference in London in August. As we related last month, under this heading, Australia is to provide one armored cruiser of the "Indomitable" class, three unarmored cruisers of the "Bristol" class, six destroyers and three submarines. It will take 2,300 men and officers to man this little fleet, which will comprise the Australian unit of the Imperial Pacific fleet. These vessels have not been ordered at the time of writing but with the Defence Bill passed, it is understood tenders for them will be obtained in Great Britain. Probably one at least of the destroyers and submarines will be sent out to Australia in parts to be put together there by local workmen, who will thus gain experience in naval construction and be fitting themselves to build such vessels entirely, which it is the object of the Australian authorities to have done at an early date. Skilled workmen from British yards are to be taken out to direct the building of the first local craft.

BEING islands and situated so far away from the rest of the Empire, Australia and New Zealand have for long taken an active interest in naval matters. In 1884, Sir Peter Scratchley went out from England to organize the defences of New South Wales. He devised a scheme of land fortifications assisted by torpedo boats and mines which covered all the important military and naval bases in Australia. He showed Australia that she possessed unrivalled natural advantages for maritime development. There are at least six magnificent harbors placed around the coast in commanding positions and easily defensible from sea attack. The country between these harbors is of so rocky or swampy a nature that it would not afford any enemy who landed upon it, any base to attack the harbors.

Coral reefs protect any isolated spots more fertile than the generality. Most of the land defences devised by Sir Peter Scratchley were constructed, but it is only now that any attempt is being made to bring into being his suggested torpedo flotilla.

The rise of Japan as a naval power had a very practical interest for Australia. The decisive victory of the squadrons of the Mikado over those of China in 1895 showed the Australians that henceforth they must reckon with a new force in the Pacific. The alliance between Great Britain and Japan was at first favorably received but when the sweeping victories of the Japanese over the Russians gave yet further and more striking evidence of the great naval strength of Japan, the Australians saw in a vivid manner how vulnerable they would be to attack from this quarter should, unhappily, any difference arise between themselves and Japan. It was not with pleasure that they saw the most powerful vessels on the British China station called home to England after the Russo Japanese war. As Mr. Cook pointed out in the speech already quoted, Great Britain has now only four armored cruisers on the Pacific as compared with the twelve of Japan and the eleven of the United States. The Imperial Navy has no



H.M.S. "INDOMITABLE." AUSTRALIA WILL PROVIDE AN ARMORED CRUISER OF THIS CLASS AS THE FLAGSHIP OF THE AUSTRALIAN UNIT OF THE IMPERIAL PACIFIC SQUADRON.

battleship at all on the Pacific whilst Japan has fifteen such vessels. Colonel Foxton, the Australian Delegate to the Imperial Defence Conference, was sent there to say that Australia was anxious to take a large share in the defence of the Pacific and we know now that arrangements have been made for her to do so.

BUT the provision of ships for the Pacific Squadron is not nearly all that Australia is doing to assist in Imperial Defence. The Defence Bill, referred to, provides for a great scheme of compulsory naval and military training, limited at first to the thickly-populated areas where 60 per cent of the population is situated. The scheme will provide (1) 40,000 junior cadets from 12



to 14 years of age; (2) 75,000 senior cadets from 14 to 18; (3) 37,000 between 18 and 20; (4) 29,000 compulsory militia over 20 years; (5) 80,000 compulsory reservists between 20 and 26, after the completion of their compulsory training; (6) 60,000 voluntary reservists over 26 from the rifle clubs. It is probably hard for the Canadian reader who sees these figures, to realize that Australia with a total population of only 4,120,000 people, will soon have a total force of 260,000 well-trained adults as a defensive force ready for war and 115,000 men ready to be mobilized, or a grand total of 375,000 men, or one person in every eleven of the entire nation. Here is proof of the most practical kind of what Australia thinks is the need for colonial contribution to Imperial defence.

AND the need for us in Canada to help is just as pressing. There is not any danger from attack in the Pacific to which

Australia is exposed, that does not threaten with equal force our own Pacific coast line. Australia is going to spend \$12,500,000 annually on this naval and military defence scheme. It is our firm belief that the safety and honor of Canada demand an expenditure every dollar as big. In other words we shall have to just double what we now spend. Our safety demands it. Do not make any mistake about that. It is not philanthropy, it is just plain, business insurance of our possessions—national insurance. Great Britain is overtaxed already to keep up with the growth of the German Navy. And the German Navy threatens Vancouver and Halifax just as much as London and Liverpool, or Sydney, or Cape Town. Look beyond local ideas sufficiently to grasp that. The way we have to help Great Britain is to put up such a strong local defence in Canada that if war comes we can take care of ourselves. This is the first duty now upon Canada.

## Notes of the West

William Beech, of Churchill, whose homestead on the south shore of Churchill harbor is the most northerly one at present in Canada, returned to Winnipeg recently with his son, Carl E., who has been at the harbour for the past 18 months. This time Mr. Beech did not attempt the overland trail and river route, which he had employed on his past trips, but came out by way of Hudson straits and St. John's, Newfoundland, taking advantage of the return trip of the steamer "Adventure." This steamer was chartered by Revillon Freres to take supplies to their trading posts on the Bay, and to take materials and men for the opening of new posts.

The trip was of interest for several reasons, and was welcomed by Mr. Beech as giving him an opportunity of seeing for himself something of the conditions encountered by boats navigating the Straits. For some years now he has been one of the most ardent supporters of the Hudson Bay route as an outlet for the Canadian West, and from what he has seen this trip, he is, if possible, even more eloquent in his description of the possibilities of the route.

"Churchill is unquestionably the great natural harbor on the bay," said Mr. Beech, "but if there

were ten more such harbors it would not be too many for they would increase the natural resources of the country by just ten times, and ultimately they would all be needed."

"We left Fort Churchill on Sept. 16th, and from then till our arrival in St. John's, did not see anything which would in any way hamper the handling of ships of any dimension. Capt. C. C. Couch, of the "Adventure," is the finest navigator who ever entered the bay, and his ship is the largest which has ever undertaken those waters. She is 274 feet long, 38 feet beam, and has a capacity of 3,000 tons. Despite the faulty charts he brought her into Churchill under full speed at low tide and dropped his anchor in thirty-two feet of water. He has covered the whole of the bay from Fullerton on the north to Stratton Island on the south and Fort Robinson and Mansfield Island on the east."

Mr. Beech brought out with him a number of most interesting souvenirs of the unknown North. One of the most interesting was an exhibit of fruits which he had collected before he left. Among them were cranberries, black currants, blueberries, gooseberries and a peculiar fruit known as the "baked apple"

berry, which resembles a white raspberry. All of these are of exceptionally fine flavor. He also has a number of furs including white fox, mink and otter, which are far ahead of anything which can be secured on the local market.

His Eskimo souvenirs are of especial interest and demonstrate most conclusively the development of art among these people. Their carving in walrus ivory is magnificent, many of their common implements being reproduced in miniature, and they carry a polish which could not be excelled. This polish it is understood is a secret which is carefully guarded. Miniature kyaks with a tiny Eskimo wielding an equally tiny paddle, a harpoon but eight inches in length, combs, paper knives and tools in ivory and many articles in sealskin were brought together with a number of polar bear teeth, walrus tusks, walrus whiskers used in making high grade hair brushes and similar articles of all sorts.

Looking none the worse for his exciting experience in the treacherous Grand Rapids of the Athabaska, in which two of his assistants lost their lives, and he narrowly escaped with his own, in an attempt



CUTTING WHEAT BY STEAM-POWER ON A FARM IN WESTERN CANADA, THE TRACTION ENGINE HAULING THREE BINDERS ALONG THE SIDE OF A GRAIN FIELD, THE MACHINES CUTTING AND BINDING THE GRAIN, ONE BEHIND THE OTHER. (Photo courtesy Grand Trunk Pacific Ry.)



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## Canadian Life and Resources

to shoot the rapids, Alfred Von Hammerstein, oil exploiter, returned to Edmonton from Fort McMurray a few days ago. In spite of the fact that his trip north this year was perhaps the most exciting and dangerous he has experienced in all his six years of travelling in the wilds, Von Hammerstein is fully as enthusiastic over the prospects for the future of the North country as he ever was. During the past summer he has carried on borings, which he has maintained at Fort McMurray for six years, and which have now reached a considerable depth.

McGill University has most generously undertaken the furnishing of practically free circulating libraries for the use of the people of the West. In regard to this work Mr. C. H. Gould, librarian of the University writes: "We are sending numerous li-

These travelling libraries are general libraries, carefully selected for general reading, libraries for young people and libraries on special subjects. Each library consists of about twenty-five books. The travelling libraries are lent for a term of six months and must be returned at the end of the term, unless the loan is previously renewed after special application."

William McInnes of the Canadian Geological Survey, arrived in Winnipeg recently from the Lac La Ronge district. Speaking of the Lac La Ronge district, which is about 250 miles north of Prince Albert Mr. McInnes stated that the unfavorable impression he had gained last summer when up there had been quite confirmed by his visit of this summer, most of which had been spent in the neighborhood of Lac La

ed the laying out of seven Indian reservations in the Lac La Ronge district, and two at Stanley on the Churchill river. With him were J. McKay and R. S. Davis, members of the party.

The reserves were laid out for the Wood Crees, and the work was ordered by the Dominion Government on account of the encroachment of prospectors into the districts. The Indians, Mr. Reid stated, are holding their own, though they have been corrupted somewhat by the inroads of the prospectors. "They are a little worse than they were," said Mr. Reid. "I have worked among them for many years past, but never until this year have I lost a tomahawk or an axe. On this visit it was hard to save my implements from loot." The Indians were mostly a hunting people, though a few potatoes and a little grain were being cultivated in the more fertile regions. In connection with the mining proposition at Lac La Ronge, Mr. Reid stated that nothing but prospecting had so far been done, and that until some development had been conducted it would be difficult to say what prospects the country held out. There were undoubtedly fair indications of gold and copper and it was said that some nickel also existed, but nothing had been developed. "The show of quartz," continued Mr. Reid, "is as good as I have seen in the Australian diggings, but it is not a poor man's country. The cost of development will be great and the mining will be principally available to capitalists, who will be able to instal expensive equipment. The cost of living will also be great, though game is fairly plentiful, and the finest whitefish I ever tasted exist in the lakes."

The huge immigration warehouse adjoining the immigration hall in Winnipeg a short time ago was packed to the eaves with grain which is being made up into bundles and sent out for exhibition purposes. The interior looks like the mows of an Ontario barn at the end of the harvest. Sixteen men are employed to make up the artistic sheaves of grain which go to all parts of the world as an advertisement for Canada, and they were recently at work on a heavy wheat rope 1,500 feet in length to be used in London, England. This rope is made on the principle of an old-fashioned daisy wreath and is about five inches in diameter. Included in the magnificent samples of grain is some "Alaska" winter wheat grown at Cole-dale, Alberta, and which the owner claims went 85 bushels to the acre. It is about twice the size of ordinary wheat, and about the length of oat grains. It is said to be principally used for feed. Samples of wheat and oats were shown which had been grown along the line of the G. T. P. this year on breaking. The wheat was short headed, but had a good yield, and the oats were very heavy.

T. McClure Selanders, Commissioner of the Saskatchewan Board of Trade, has conducted experiments in a small way for the past two years with a view to determining whether a number of annual plants which are not commonly grown in the West could be induced to thrive in the soil around Saskatoon. Mr. Selanders reports that a number of these crops have done well. All of them are regularly grown on the experimental farms, but none of these farms are near Saskatoon and none have similar soil or location, so the report is of interest. Alsike, red clover, and alfalfa all did well, and grew to heights of from two to four feet. Three varieties of tobacco are now doing very well and producing a medium to long leaf of good texture. Broom corn and fodder corn succeeded, and both ripened, while rape sown on June 2nd grew over three feet high.



THE EVIDENCE OF WHAT INDUSTRY CAN ACCOMPLISH IN THE CANADIAN WEST. A FARMER'S HOME AT SOURIS, MANITOBA

braries to Alberta and Saskatchewan, but have sent very few as yet to Manitoba. We shall be very glad to send them if there is any demand, and it seems hardly credible that the demand should not arise if the people were informed as to the possibility of getting books in this way. In addition to the libraries we also send out framed photographs for hanging in school rooms. This we consider a very important part of our work. Each photograph is accompanied by descriptive matter for the use of the teacher, and we also supply sets of stereographs descriptive of Canada and of the various countries of the world, which are valuable aids to the teachers of history, geography, both political and physical, and indeed may be made useful in almost all departments of instruction. We circulate Bickmore illustrated lantern lectures and are adding other lectures to the set, the most recent addition being a lecture on forest preservation and the uses of the forest, which we consider extremely important for all good citizens. These travelling libraries, on satisfactory guarantee that all rules will be observed, may be loaned to country schools on application of the Principal; to public libraries on application of the governing body; to reading or literary clubs on application of the secretary; to communities possessed of no free public library on application of residents.

Ronge. While expressing his undoubted belief that the country north of Prince Albert contained valuable mineral wealth, Mr. McInnes was equally emphatic in his declaration that no considerable deposits had yet been found in the Lac La Ronge neighborhood. Something of a premature boom had been worked up both this summer and last by local people, a boom which had not been warranted by anything actually found. At the same time Mr. McInnes believed that the boom had been created largely in good faith. Some specimens rich in gold had been brought down to Prince Albert, but unfortunately the travellers had afterwards been unable to find the exact spot again.

Mr. McInnes thought it very regrettable that the district should have been prematurely boomed and that prospectors had been induced to make laborious trips thither. Seeing that the country had strong possibilities of great mineral wealth, such exaggerated reports as had been made of Lac La Ronge district could only be detrimental to the due development of the mineral deposits up north.

Another recent arrival in Winnipeg from the North who had something to tell about Lac La Ronge was Lestock Reid of Prince Albert, first government surveyor in the West, and one of the best known old-timers of the three Provinces. He has just complet-

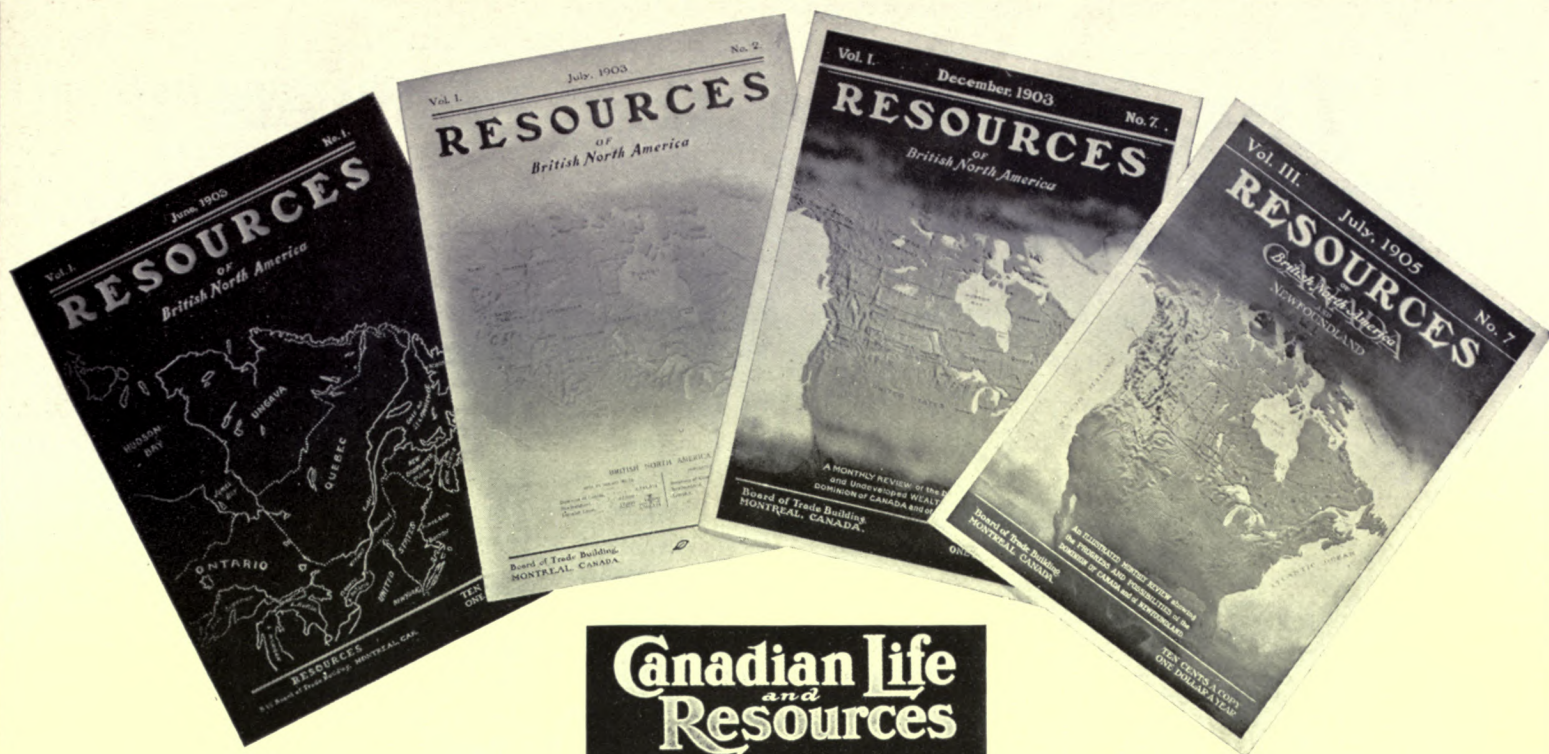


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**Canadian Life and Resources** circulates only amongst the best classes of readers in Canada and elsewhere.

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**Resources Publishing Company, Limited, : : Montreal, Canada**



# The Trend of the Markets

DURING OCTOBER

## A DAILY RECORD OF THE FLUCTUATIONS DURING THE MONTH

	Lowest	Highest	28th Oct.	Annual dividend
Dominion Steel com.....	51	61	57 $\frac{1}{4}$	
Dominion Coal com.....	77 $\frac{3}{4}$	93 $\frac{1}{2}$	90	4
Canadian Pacific.....	183	189 $\frac{3}{8}$	184 $\frac{1}{4}$	7
Montreal L. H. & P.....	121 $\frac{3}{4}$	126	124	7
Ogilvies com.....	128	140 $\frac{1}{4}$	138	8
Lake of The Woods com.....	134	145 $\frac{1}{4}$	144 $\frac{1}{8}$	6
Bell Telephone.....	144 $\frac{1}{2}$	147	147	8
R. & O. Nav. Co.....	85	88	87	5
Montreal Street Railway.....	204 $\frac{3}{4}$	218	207	10
Toronto Street Railway.....	123	125	123 $\frac{1}{2}$	6
Winnipeg Street Railway.....	187 $\frac{1}{4}$	187 $\frac{1}{2}$		10
Canadian Rubber.....	98	103 $\frac{3}{4}$	98 $\frac{1}{2}$	4
Dominion Textile.....	74 $\frac{3}{8}$	80	75	6
Nova Scotia Steel.....	71	71 $\frac{1}{2}$	71	
Amalgamated Asbestos.....	31	33	31 $\frac{1}{4}$	
Canada Col. Cotton.....	59	63	60	4
Laurentide Paper.....	125	128		7
BANKS.				
Merchants Bank of Canada.....	165	166	165	8
Molson's Bank.....		201	200 $\frac{3}{4}$	10
Bank of Montreal.....	250	252	250	10
Union Bank of Canada.....	134	135		7
Eastern Townships.....		163	160	8
Hochelaga.....	145	145 $\frac{1}{2}$	145	8
Bank of Nova Scotia.....		278 $\frac{1}{4}$		12
Royal Bank.....		225 $\frac{3}{4}$		10
Quebec Bank.....		123		7
Canadian Bank of Commerce.....	184	187		8
Dominion Bank.....		240		12
Bank of Toronto.....		216 $\frac{1}{2}$		
UNLISTED.				
Canada Cement.....	25 $\frac{1}{2}$	29 $\frac{7}{8}$	26	
Rhodes Curry.....	37	43	43	
Amal. Asbestos Securities.....	31	32 $\frac{3}{4}$		

The Allan Line is now a Canadian Line and the great bulk of its stock is held by the Canadian branch of that celebrated family. The recent changes reported in its Board of Directors have been confirmed and the Board is now made up as follows:—

Mr. Hugh A. Allan, Montreal (chairman); Sir H. Montagu Allan, C.V.O., Montreal (vice-chairman); Mr. Andrew A. Allan, (Montreal), Mr. Bryce J. Allan (Boston, Mass.), and Mr. James Smith Park, M.V.O. (Glasgow.)

The company's financial position on June 30th. was as follows:

Capital and Liabilities:—Capital issued, £603,390; debentures issued £550,000; amount of loan from J. & A. Allan, general managers, £440,096; amount owing by the company to various creditors on current and open accounts, suspense account, bills payable, &c., £146,021; balance, £103,789; total, £1,846,296.

Assets:—Steamships, £1,757,390; buildings, wharf property, fixed plant and machinery, £31,161; movable plant, stock of materials, stores, etc., £33,352; cash in bank and in hand, and unexpired premiums of insurance paid for, £24,393; total, £1,846,296.

The Company takes into the current year's result all voyages commenced but not completed in same, and excludes all voyages completed but not commenced.

For the past few months we hear of no greater transactions in the commercial life of the country than in the creation of mergers. The brewers, the drug manufacturers, the producers of asbestos, and cement, car-works, and now the carriage manufacturers are joining all their concerns under one great corporation. While there may be to the public many advantages from larger organizations which include many small concerns, we fear there may be as well a great many disadvantages, but so far as these are

concerned, it is absolutely impossible to form any reasonable opinion as to the future results. It is quite certain, however, that the issues of these great mergers will be taken up by the public, and the only interest that the latter will have in making investments is to know that they are not paying excessive rates for the shares or bonds. On the whole we are not disposed to take either an optimistic or a pessimistic view of these big organizations. There are cases in England where they have proven rather unprofitable to the general public, and no doubt other cases where they have brought good returns. But after all, whatever profit comes from them must necessarily be produced by the people in the purchase of the commodities. The success, however, from all standpoints must depend upon the development of the great resources of this country. It then comes back to the question of securing the population that is to take the hidden wealth from the soil, and with this to purchase the goods of the manufacturer.

Mergers are certain to be a success to those who invest in the shares if our country continues to be developed by the arrival of the hard-working agriculturalists and others from the Old Land, as well as from the United States. It is in the interest of every man engaged in trade, that no check should be placed upon the immigration of the physically fit, industrious and thrifty settler.

The Canadian Pacific Railway Company reports its gross earnings for the three months ended the 30th of September, at \$22,890,192.58, which is at the rate of over \$91,000,000 a year. The earnings for September alone are shown to be over \$8,300,000. The net profits to the Company over working expenses amounted to nearly \$3,500,000, showing a gain of over \$1,250,000, as compared with the month of September, 1908.

It is very doubtful if this showing can be surpassed by any other great railway corporation in America. What a contrast in the course of fifteen years. The magnificent success of the C. P. R., due practically altogether to the development of the natural resources of Canada, is one of the marvels. Perhaps no railway through its management has ever displayed such energy, often under circumstances not encouraging, and it is satisfactory to note that the enterprises of this Company has been so magnificently rewarded.

Toronto, Oct. 28.—The advance in money rates to 5 per cent. has not affected local business to any great extent. To-day trading was of but the average volume, the heaviest transactions as usual being in Dominion Steel common, which was brought up to 57, Dominion Coal common was also stronger than yesterday and touched 90 again. Toronto Electric, which has again become a fairly active stock, sold off a little to-day to 119. The tractions were generally strong.

The Board of Directors of the Bank of Commerce has declared the usual quarterly dividend at the rate of 8 per cent, per annum payable 1st December. The books will be closed from the 16th. of November to the 30th. of November, both days inclusive.

In the first six months of the current fiscal year, Canadian imports, exclusive of coin and bullion, totalled \$172,373,148, an increase of \$35,727,931, or over 20 per cent. The increase in customs revenue has been \$5,827,658.

The export of domestic products for the half year has been \$120,484,255, an increase of \$10,375,204. Exports of foreign produce totalled \$9,187,371, an increase of \$1,683,464. Last year during the six months from April to September, inclusive, Canada imported coin and bullion to the value of \$5,816,437. This year for the same period the amount was only \$827,284.



## ESTABLISHED 1864

ESTABLISHED 1864

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## MONTREAL



**TRADE WITH JAPAN**

The return to Canada of Mr. W. T. R. Preston, Commissioner of Trade to Japan and China, has given an impetus to the desire for an expansion of trade with the Far-East. No western country stands in such favorable geographical relation to Japan as the Dominion of Canada. Our western ports are nearer by hundreds of miles than those of any other country. The requirements of Japan are simply incalculable. The entire area of the Empire of the Mikado is less than that of the Province of Ontario, and less than one-fifth is available for successful agriculture. Within such limits there is a population of fifty millions, increasing at the rate of half a million annually.

The market this country will afford to the world in a comparatively short period, opens up a most profitable channel for very many Canadian products. The opportunities that will be offered for an expansion of the trade of the Dominion should not be neglected. In many ways Japan is going to be a competitor of the West in the markets of Asia, and perhaps eventually in the western world as well. The Empire must develop on some line, and as the limit of expansion has about been reached in its agricultural life, the only avenue likely available for expansion is along industrial lines. But the great changes that will be brought about in the life and habits of the people by such expansion, must necessarily create a demand for western products and commodities.

Japan's necessity, therefore, is going to prove Canada's opportunity. Japan will require very many of our natural products and raw materials. But the demand will not by any means be confined to the usually accepted list, such as wheat, flour, pulp, paper and lumber. Iron and steel products from our great eastern industries will certainly find a market, not only in Japan, but in Korea and China, also. As in all these countries vast railway construction is already certain, the Canadian Government will do well to put forth its best efforts to cultivate and develop our trade with these eastern markets. It is evident that our neighbors to the South thoroughly appreciate the possibilities of the far-eastern trade. This is evident from the fact that an influential Imperial Business Commission is at present touring the United States for three months as the guests of the chambers of Commerce of the Western Coast. A few members of this commission were persuaded to make a brief visit to Canada, and they were deeply impressed with the resources of the country and the possibilities for an expansion of trade with this country. The subject is most important. The Government at Ottawa, in co-operation with the commercial interests of the Dominion, should leave nothing undone to foster and protect Canadian interests in the Far-East.

- ☐ Bonds suitable for Trust Funds, For Deposit with Canadian Government. For Permanent Investment.
- ☐ Canadian Securities of all kinds Bought, Sold and Appraised. Correspondence solicited.

**W. Graham Browne & Co.**

Dealers in High-Grade Bonds,  
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"A.B.C. 5th Edition."

**COBALT STOCKS**

Many of the low-priced issues should be bought now, before development work increases their value. Union Pacific, British American, Everett Lake, Gould, Black, Silver Leaf, at present prices, are all good speculative purchases, which should show large returns for money invested.

**GORDON & SHOREY**

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**BRITISH CAPITAL****For Canadian Industrial and Trading Enterprises**

We introduce the investor with his capital for going concerns with good prospects. The investor to become a partner or shareholder, but to enter the business on same terms as employee, with the purpose of being actively connected with the management when qualified.

**JAMES A. SMART & CO.**

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MONTREAL, CANADA

**COBALT CERTAINTIES**

My practical experience at Cobalt as a mining engineer makes me familiar with the geology of the district. The benefit of this experience is afforded my clients who follow my advice. They have invariably made money in the past and will in the future. Write me if you wish to do the same.

The best buy now is BLACK MINES or WYANDOH at present prices.

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**Memorandum concerning****The Elkhorn Lake Syndicate  
OF MONTREAL**

The above circular, with full particulars, is just off the press, and a copy will be mailed to any applicant. Write me immediately, the proposition is an excellent one.

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**Cobalt Stocks and Investments a specialty**



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## Grain Growing and Cattle Raising Lands

American investors have made millions of money in Canadian lands.

Lands that couldn't be sold at \$2.00 per acre 10 or 12 years ago were bought and sold at \$15 and \$20.

The C. P. R. and Hudson Bay Co. are the largest owners to-day. American land men also own hundreds of thousands of acres. They all hold good lands at from \$12 to \$20 per acre.

We have some well-located, well-selected parcels and will sell in areas from 160 acres up to 5,000 or more acres.

We sell at prices that enable us to guarantee a profitable investment to buyers, and on terms to suit the buyer. Write for prices and information as to location.

**James A. Smart & Co.,** 260 St. James Street  
Montreal, Canada



**Why not own a  
Corner of the  
Great West  
when it can be  
bought at a  
low figure?**

### TO PRESERVE THE WESTERN TRAILS

HONORE A. Jaxon, prominent in the stirring days of 1885 as the secretary of Louis Riel, passed through Winnipeg recently, accompanied by Mrs. Jaxon, on his way to Chicago and thence to Ottawa where he has a certain mission to perform. The purpose of his visit to Ottawa is to gain the co-operation of the Government in the preservation of the old trails of the West, and the spots of historic interest which are scattered throughout the three prairie Provinces.

Honore Jaxon, who returned to the West after 22 years spent practically in exile in the States, has for the greater part of the past two years been making a tour of the West accompanied by Mrs. Jaxon in a prairie schooner, with a tepee of his own design for shelter. He has visited, in his wanderings, Saskatoon, Batoche, Duck Lake, Carlton, Prince Albert, Battleford, Snake Plains, Jack Fish, Edmonton, Red Deer, Calgary, Macleod, Lethbridge, Medicine Hat, Swift Current, Moose Jaw, and Regina, and the country between, and has adhered as nearly as possible to the old trails, which were laid out by the plain hunters, with unerring instinct for direction and accurate knowledge of the country many years ago.

"I found to my regret, however," said Mr. Jaxon, "that many of those fine historic old trails had been fenced off, or ploughed up, and that places of historic interest throughout the West had been desecrated or torn down altogether. The Government highways which were formerly surveyed along the route of least resistance, and by

## Lukis Stewart & Co.

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## The Many-Mansioned House

### And Other Poems

By EDWARD WILLIAM THOMSON

Cloth, 90c. net; by mail, \$1.00

J. E. Chamberlain in N. Y. Mail.

"Mr. Thomson's 'Many-Mansioned House,' a poetic description of the Anglo-Saxon race, is a wonderfully fine thing."

"The name of E. W. Thomson is a household word among Canadian literary men, and stands for a skilled craftsman in both prose and verse."—W. D. Lighthall, K.C., F.R.S.L.

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IN WRITING TO ADVERTISERS PLEASE MENTION

**Canadian Life and Resources**



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Company, United Shoe Machinery Company of Canada,  
Furness Withy Co., Limited, American Locomotive Co.



## AUCTION SALE of INDIAN LANDS

THERE will be offered for sale by public auction at an upset price to be made known at time of sale, in the Town of Wetaskiwin, in the Province of Alberta, on Wednesday, the 17th day of November, 1909, at the hour of 12 o'clock, noon, the following lands in the Louis Bull Indian Reserve, No. 138B, near Wetaskiwin, viz., W.  $\frac{1}{2}$  sec. 25 fr. sec. 27, fr. sec. 28, fr. sec. 29, fr. sec. 30, fr. sec. 31, sec. 32, sec. 33, sec. 34, sec. 35, and W.  $\frac{1}{2}$  sec. 36, Tp. 45, R. 25, W. 4 M.

The lands will be offered for sale in quarter sections, cash, or one-tenth cash and the balance in nine equal annual instalments with interest at five per cent on the unpaid purchase money. Accepted cheques will be taken in lieu of cash.

Upon a parcel of land being knocked down, the purchaser shall immediately deposit the sum of one hundred dollars with the Clerk of the Sale, otherwise the parcel will at once be put up again. For this purpose intending purchasers should provide themselves with marked cheques on chartered banks of Canada, made to their own order, and payable at par at the point of sale; or with bank notes of as large a denomination as possible. The balance of the cash instalments must in every case be paid in cash or by marked cheque before the close of the sale, failing which the deposit of one hundred dollars will be forfeited and the land withdrawn from sale.

Any information regarding the lands in question may be obtained upon application to the undersigned.

The unauthorized insertion of this advertisement will not be paid for.

J. D. McLEAN, Secretary.

Department of Indian Affairs,  
Ottawa, October 21, 1909.

which a communication was kept up between the settlers, whose place can never be filled by the railways, have been leveled by the plow, so that a few bushels of grain may be grown. Such a thing is pressing materialism too far. How can we plume ourselves upon the glories of the Northwest when we allow such vandalism to go unchecked?

"The value of the trails to the communistic spirit," continued Mr. Jaxon, "cannot be overestimated. In the old days we knew each other well in the Northwest, and each man greeted his fellow on the long trails as a friend. Now we are confined to the communication of the railroads. It doesn't seem to have occurred to those who are plowing and breaking and fencing out those old land marks, that in so doing they are not only breaking up a means of communication which is of great value, but that they are also violating the original promises to the Indians to the effect that the old trails should not be cut off. To this day the old chiefs resent the trespass as a particular manifestation of the white man's bad faith. The great test of the civilization of any country or nation has been its roads, and the country which neglects its highways characterizes itself as being very young indeed."

The trails to which Mr. Jaxon had special reference were roughly as follows: The old Carlton trail, used for many years by the plain hunters, which ran from Qu'Appelle to Edmonton, via Prince Albert, Carlton, Batoche, Duck Lake, Battleford, Frog Lake and Fort Pitt; the Whoopup trail, from Edmonton to Calgary, Macleod and across the border to the old whiskey fort, from which the trail got its name; the Sounding Lake trail, one of the most romantic, by the Sounding Lake to the forks of the Red Deer, and thence to Calgary; the Swift Current trail, by which Col. Otter came to the rescue of Battleford in 1885, and which runs from Swift Current by way of Saskatchewan Landing, the Eagle hills and the Mosquito reservation to Battleford; the Green Lake trail, from Carlton to Green Lake, over which thousands of tons of supplies went north, and thousands of tons of furs came south in the old days, and which was known as the great north trail; and the Pelly trail from Qu'Appelle to Fort Pelly. Nearly all of these with the exception of a few to the southwest Mr. Jaxon found to have been to a greater or less extent, broken up.

"There is still enough left of the old trails, however," said Mr. Jaxon, "to rescue them from oblivion, and what I purpose doing, if I can obtain the moral backing, is to form a society for the preservation of the trails and historic landmarks of the Northwest. If the Government will not appropriate a sum for the purpose, then, perhaps, certain private gentlemen of means can combine to help in the cause. Anyone who wishes to take part in the undertaking may communicate with me at the general delivery at Ottawa.

"I remained for 22 years in the United States," concluded Mr. Jaxon, "and never during that time had I any idea of taking out naturalization papers. My heart was always in the Northwest. One of my chief regrets on my return was that I did not see my father alive. I have been taking many photographs of the old places and old-timers, and am just like a man who has been up in the North for two years and has returned with his pelts. I have procured many photographs of value and have compiled many things of historical interest during my trip."

# Wonderful

## EDISON Phonograph Offer

This is Mr. Edison's latest supremely fine phonograph—a musical wonder—unsurpassable in clearness and beauty of tone. The new outfit with the new **AMBEROL RECORDS** circulars sent **FREE**



**Mr. Edison says:**  
"I WANT to see a  
Phonograph in every  
American Home."

TRADE MARK  
Thomas A. Edison

## FREE TRIAL

**Free Trial Means Free Trial  
No Money Down—No C. O. D.**

Try this great latest style phonograph in your home; play the beautiful Edison gold moulded records, and if then you do not care to keep the outfit, return it at our expense. We do not charge you one cent for the trial.

**\$2.00 a Month** now buys a genuine Edison phonograph, easiest possible payments at rock-bottom prices—and no interest on payments. Our beautiful catalog quotes absolutely rock-bottom prices—the magnificent latest style Outfit No. 10—at about one fourth the cost of inferior imitations.

## Write for Our Catalog

Do not bother with sending a letter; merely sign and mail coupon, writing name and address plainly. Write now.

**Remember free trial—no money down.** You cannot imagine how old and young enjoy the Edison—the endless variety of stirring music, the comical minstrel shows and songs. Send for our free catalog and free trial certificate anyway. Sign the Coupon **Now**.  
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## A NAVAL BATTLE in HUDSON BAY

THE promised steps now about to be taken in the direction of establishing a Canadian Navy naturally recall the part that ships of war have played in Canadian history. In looking backward many Canadians will be surprised to learn that in many respects the greatest naval battle fought in the inland waters of Canada took place in Hudson Bay in 1697, more than two hundred and twelve years ago. This will appear all the more remarkable from the fact that during the past twenty years the navigability of Hudson Strait and Bay has been the subject of enquiry by the Canadian Government, the result of the enquiry being the knowledge that during at least four months of the open season the navigation of those waters is not only possible but practicable for ordinary commercial purposes. It is upon that finding that the justification of the projected railway to the Bay is based. More than two hundred years ago English and French naval commanders navigated those waters in sailing vessels and made the Bay the scene of one of the bloodiest marine battles of their two centuries of conflict.

During the seventeenth century the English held possession of that vast territory out of which in recent time have been carved the Provinces of Manitoba, Saskatchewan and Alberta and the unorganized districts of Keewatin, Franklin and Mackenzie. By the famous charter granted by Charles II. almost sovereign powers were granted over this territory to the Hudson Bay Company. It was given a monopoly of trade and it was endowed with the powers of government—privileges it continued to exercise until their extinguishment by purchase in 1868.

Shortly after its creation the Great Company established trading posts on the Bay and in the adjacent territory, and at some of these posts substantial forts were erected, the principal one being Fort Nelson.

The title of the English to that region was disputed by the French, then in possession of what they called Canada, which was practically confined to the valley of the St. Lawrence river. As a protest to the English claim and with the view of putting an end to it, the French in 1686 sent a force under Troyes of Montreal overland to attack Fort Nelson. The English were taken by surprise and the fort and its garrison were captured. But after the French had retired the English without much delay re-occupied the fort. Then the French decided, not only to recapture the fort but to crush English naval power in Hudson Bay.

The task was assigned to Pierre Lemoine, better known in Canadian history as d'Iberville, a native of Montreal, and one of the most successful Canadian leaders of his time. In 1697 d'Iberville with four warships sailed through the Strait into Hudson Bay. For a time the little fleet was held prisoners by the ice but the "Pelican," the commander's flagship, having broken her

## DEPARTMENT OF TRADE and COMMERCE OTTAWA, CANADA

### Canadian Government Trade Commissioner Service IN THE UNITED KINGDOM

The Department of Trade and Commerce of Canada has established the following Trade Commissioners in the United Kingdom :

**P. B. MACNAMARA**, Canada Chambers, 36, Spring Gardens, Manchester.

**W. A. MACKINNON**, Room 39 and 40, Central House, Birmingham.

**E. D. ARNAUD**, Sun Buildings, Clare Street, Bristol.

**W. G. FISCHER**, 87 Union St., Glasgow.

**F. A. C. BICKERDIKE**, 28 Waring St., Belfast.

**J. M. MUSSEN**, cor. of E. Parade and Greek Street, Leeds. Agent for Leeds and Hull.

Commissioners and Agencies have also been established in other parts of the World, as follows :

#### Australasia—

**J. S. Larke**, The Exchange, Sydney. Agent for New South Wales, Queensland and New Zealand.

**D. H. Ross**, Stock Exchange, Melbourne. Agent for Victoria, South Australia, Western Australia and Tasmania.

#### China—

**J. B. Jackson**, 15, Kiukiang Road, Shanghai, China.

#### Cuba—

**E. Kirkpatrick**, Havana.

#### France—

**A. Poindron**, 101, Rue, Réaumur, Paris.

#### Holland—

**W. T. R. Preston**.

#### Japan, China and Corea—

**Gordon A. Harris**, 14 Bund Road B, Yokohama

#### Mexico—

**A. W. Donly**, Rebeldes No. 6, Mexico, D.F., Mexico.

#### Newfoundland—

**J. E. Ray**, Gazette Building, Water Street, St. John's.

#### Norway—

**C. E. Sontum**, Grubbegd, No. 4, Christiania, Norway. Agent for Denmark also.

#### South Africa—

**John A. Chesley**, Rhodes Building, Cape Town, Cape Colony.

**H. R. Poussette**, Durban, Natal.

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letters, took a direct course across the Bay to Nelson where rose the English fort. Soon after d'Iberville reached this port three English armed merchantmen hove in sight. These three vessels carried one hundred and twenty guns while d'Iberville's ship carried only forty-four. As soon as the English came within range the battle commenced with the odds greatly in their favor. The French Commander, however, outmanœuvred the English, sinking one of their ships, the "Hampshire," which went down with all on board. Of the other two, one subsequently surrendered and the other fled. The "Pelican" was so badly battered that she had to be beached and in the end became a wreck, the crew, however, with few exceptions, reached the shore. Shortly after the battle, the other two French ships that had been left behind in the ice, arrived and Fort Nelson was once again compelled to surrender.

## AN INDEX OF COMMERCE AND INDUSTRY

THE Department of Trade and Commerce has set about compiling an Index of Canadian manufacturers, exporters and producers generally, who desire to extend their trade abroad. In order to facilitate the securing of the necessary information the Department has sent out a circular which manufacturers, producers and exporters are requested to fill out and return to the Export Bureau of the Department in Ottawa. When filled out, this circular will contain the name and address of the firm, company or individual carrying on the business in question, together with a detailed list of articles manufactured or produced.

The list compiled by the Department will be given the preference at all times when the names of such Canadian firms are required by intending purchasers abroad.

Nothing of this kind has ever before been attempted in Canada, and it will entail great labor in the Department in indexing this information to make it readily available when required. But it is to be hoped that it can be made the basis of a permanent list which will be immediately available at all times in the advancement of the foreign trade and commerce of Canada.

The Department desires the name of every exporter from the Atlantic to the Pacific, with a detailed list of the goods he is in a position to sell abroad.

When this information is furnished the Department, all the Canadian Trade Commissioners in the various parts of the world will be notified immediately and the same information will be systematically indexed in their respective offices, that is to say, this information will be at once available in six offices in the United Kingdom, one in France, two in South Africa, one in Mexico, one in the West Indies, two in Australia, one in China, one in Japan, one in Holland and one in Newfoundland.

Those to whom the circular has been addressed will further, not only their own interests, but the general trade of Canada as well by assisting in every way possible the work of the Department in connection with this Index.

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## SASKATCHEWAN UNIVERSITY

THE western energy which has characterized the citizens of Saskatoon and other settlers of the Province of Saskatchewan in the building up and developing of the town, and in the amassing of material wealth, is manifested in no less a degree in the efforts now being made in the university town to further the cause of higher education. Already temporary class-rooms have been fitted up in the Drinkle block, and equipped with the apparatus necessary for the dissemination of knowledge in advance of that to be acquired in the public schools. Fifty-three students, with matriculation standings acquired in the high schools, and in some cases in other Provinces, have registered, and it is expected that upwards of sixty will be on the roll before the end of the month.

The staff, which is a most efficient one, consists of the following: Prof. A. R. Greig, engineer of construction, and lecturer in agriculture; Prof. Oliver, Ph.D., lecturer in history; Dr. W. C. Murray, LL.D., President; Professor Ling, lecturer in mathematics; Prof. Moxon, M.A. (Oxon), lecturer in classics, and Prof. Bateman, of Trinity College, Dublin, lecturer in modern languages. A fairly extensive library, consisting of many standard philosophical, classical and modern works is already at the disposal of the students, and many other works are expected to be available in the near future.

An elaborate system of scholarships has been arranged for, each high school of the province having the privilege of nominating one student, for a \$180 scholarship, while ten others of \$100 each are open for general competition. It is the immediate aim of the University to carry on the teaching of agriculture and arts, and later on to go further and carry on a school of domestic science, and in this way to give those who are taking an arts course in connection with teaching an opportunity of imparting practical knowledge, which will be of value on the farm.

When the university has been more firmly established it is the intention to give the men who are looking forward to law, engineering and medicine, several of the subjects connected with their profession in their special arts course. An endeavor is also being made to affiliate the professional societies such as the medical, dental, and pharmaceutical, with the University, so that the latter will be the examining body. Five examinations will be set by the University for chartered accountants. An endeavor will also be made to bring teaching as closely as possible into connection with the arts course.

Plans are being made for a two or three year course in agriculture for farmers' sons who have previously received a good public school education. The University will also have charge of extension work carried on at fairs, so that in this way it will do all the educational work now carried on by the provincial Department of Agriculture. It is hoped in time to broaden this work, so

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**Canadian Life and Resources**



as to encourage farmers' debating clubs throughout the Province, to distribute books, and provide for the instruction and amusement of the people during the long winter months. Anything which will make the life of the farmers more pleasant and profitable is considered a duty of the University of Saskatchewan. Plans are already being made for extension in other cities of the Province, and it is practically sure that this work will be carried on in Moose Jaw, Saskatoon and Prince Albert during the coming winter. In this way the University will be brought to the people.

The Anglican college founded by Bishop McLean at Prince Albert twenty years ago, has now been transferred to Saskatoon with Archdeacon Lloyd as principal, Professors Tuckey and Broadbent as resident professors, and Messrs. Dewdney and Shorefield as non-resident, with temporary quarters at Nutana. There are forty students in attendance, about half of whom are taking lectures in the University, while the Archdeacon, who has left for England, expects to be able to procure there thirty additional men for the mission fields. The University has agreed to grant sites for affiliated theological colleges on the campus to be leased to the colleges on a nominal charge, and two have applied for sites already.

On the 1,172-acre site on the other side of the river from the city, which cost the government \$150,000, work will commence on the three main structures, consisting of the general building, the residence for students and the power-house, in January of next year. In addition to these, work will be proceeded with on the farm, mechanics building, stock pavillion, barns, and probably an horticultural building. These buildings will represent with their equipment an outlay of \$200,000. The sum of \$330,000 has already been appropriated by the Government.

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During that same period fruit-growing in the West, and particularly in British Columbia, has developed wonderfully. Where there were then less than one hundred acres in orchards, there are now one hundred thousand acres set out with apple, pear, peach and other varieties of fruit trees. The Yukon goldfields have been discovered and one hundred and twenty million dollars extracted from the gravel in the valleys of Bonanza, Eldorado, Hunker, Dominion and other streams in the Klondike district. The silver deposits of Cobalt during the past five years have proved enormously rich, and millions of dollars have already been taken from those rocky hills, which contain perhaps the richest known deposits in the world. The great iron industries of Cape Breton and Northern Ontario have come into existence, showing vast possibilities for the future.

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and several smaller industries, furnishing employment to 500 men.

In this entire district there is no factory or plant giving employment to women or girls. There are, therefore, a large number of female hands available for textile or similar industries.

To this class of manufacturing establishments we are prepared to offer inducements which cannot be equalled at any other point in Canada. Address

### The Shawinigan Water and Power Co.

POWER BUILDING, MONTREAL, CANADA



A Glimpse of Shawinigan Falls.

250,000 Horse-power. 80,000 Horse-power at present utilized.

Only eight miles away is the town of Grand Mere, where the Laurentide Paper Company gives employment to 800 men. This town has easy communication by railway with Shawinigan Falls.

# The Royal Military College

**T**HERE are few national institutions of more value and interest to the country than the Royal Military College at Kingston. At the same time its object and the work it is accomplishing are not sufficiently understood by the general public.

The College is a Government institution, designed primarily for the purpose of giving the highest technical instructions in all branches of military science to cadets and officers of Canadian Militia. In fact it is intended to take the place in Canada of the English Woolwich and Sandhurst and the American West Point.

The Commandant and military instructors are all officers on the active list of the Imperial army, lent for the purpose, and in addition there is a complete staff of professors for the civil subjects, which form such a large proportion of the College course. Medical attendance is also provided.

Whilst the College is organized on a strictly military basis, the cadets receive in addition to their military studies a thoroughly practical, scientific and sound training in all subjects that are essential to a high and general modern education.

The course in mathematics is very complete and a thorough grounding is given in the subjects of Civil Engineering, Civil and Hydrographic Surveying, Physics, Chemistry, French and English.

The strict discipline maintained at the College is one of the most valuable features of the system.

In addition the constant practice of gymnastics, drills and outdoor exercises of all kinds, ensures good health and fine physical condition.

Seven commissions in His Majesty's regular army are annually awarded as prizes to the cadets.

Three commissions in the Permanent Force will be given annually, should vacancies exist, to the graduating class, viz.:—Every year one in the Infantry; and each alternate year:

One in the Engineers and one in the Horse Artillery.

One in the Cavalry or Mounted Rifles and one in the Garrison Artillery.

Further, every three years a commission in the Ordnance Corps will be given to the graduating class.

Three 2nd class clerkships, or appointments with equivalent pay, will be offered annually to the graduating class, such appointments to be in the following Departments, viz.:—Public Works, Railways and Canals, Inland Revenue, Agriculture and Interior.

The length of the course is three years, in three terms of 9½ months' residence each.

The total cost of the three years' course, including board, uniforms, instructional material, and all extras, is from \$750 to \$800.

The annual competitive examination for admission to the College will take place at the headquarters of the several military districts in which candidates reside, in May of each year.

For full particulars of this examination or for any other information, application should be made as soon as possible to the Secretary of the Militia Council, Ottawa, Ont.; or to the Commandant, Royal Military College, Kingston, Ont.



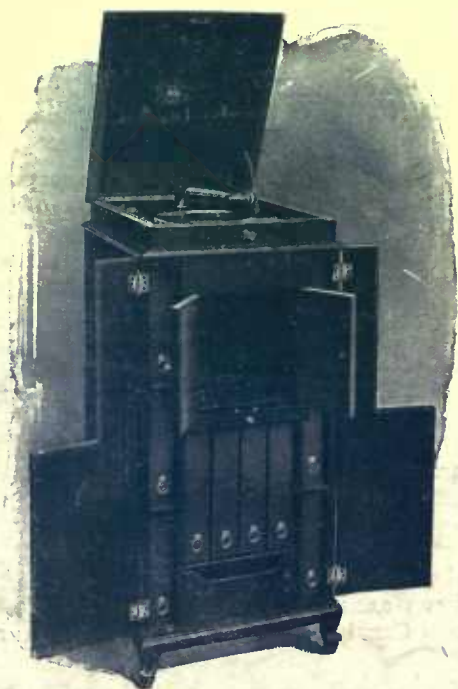
# VICTROLA

Only life itself  
can compare with  
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It is the newest and  
greatest of all musical  
instruments. It marks  
the highest point of per-  
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instrument. Second  
only in importance  
to the invention of the



Victor      A new style Victrola  
itself.      Victrola XII. \$150.00



Victrola XVI.

Circassian walnut, \$300.      Mahogany, \$240.  
Quartered oak, \$240.

Music made loud or soft by opening or closing the small doors.  
Contains albums for 150 records and drawer for accessories.

The sounding-board construction  
within the instrument (an exclusive  
and patented *Victrola* feature) reflects  
and amplifies the tone-waves with  
wonderful effect.

See and hear the *Victrola* at the  
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Write for complete catalogue of  
*Victrolas* and over 3000 *Victor Records*.

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